

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL BATTALION.
THE ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University men and who will serve
as a unit.
Training is now going forward.
Applicants desiring to enter should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Broad Street, W.
GOD SAVE THE KING.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

No. 17,993. 號三十九百九千七萬一第 日七初月二十年卯乙 HONGKONG, TUESDAY, JANUARY 11th, 1916. 二拜禮 號一十月正年五國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Jan. 11th.—The French mail, per a.s.
Condillan.
Jan. 13th.—Europe (via Siberia), per a.s.
NOVAYA.
TO DEPART
Jan. 11th.—Shanghai, North China, Japan
via Moji, United States, South
America, via Tacoma, Canada,
United Kingdom via Victoria,
B.C., at 1 p.m., per a.s.
TAOYAMA MARU.
Jan. 11th.—Europe via Siberia, at 5 p.m.,
per Condillan.
Jan. 12th.—Yokohama, Saigon, Straits,
Burmah, Ceylon, Adelaide,
Western Australia, India,
Aden, Egypt, and Europe, at
4 p.m., per a.s. ARTHUR.
Jan. 13th.—Straits, Colombo, Durban, Cape
Town, Madeira and United
Kingdom, at 11 a.m., per a.s.
MITSUBISHI MARU.
Jan. 13th.—Europe via Siberia, at 3 p.m.,
per a.s. SINGAPORE.
Jan. 14th.—Straits, Burmah, Ceylon, Ada-
elaide, Western Australia, India,
Aden, Egypt and Europe, at 2
p.m., per a.s. NOVAYA.
Jan. 15th.—Shanghai, North China, Japan
via Moji, United States, South
America via Seattle, Canada
and United Kingdom via Vic-
toria, at 11 a.m., per a.s.
Sado Maru.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [119]

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" 10 "
10.00 " " 11.00 " "	" 15 "
11.00 " " 12.00 noon	" 15 "
12.00 noon to 1.00 p.m.	" 10 "
1.00 p.m. to 1.15 " "	" 10 "
1.15 " " 1.45 " "	" 15 "
1.45 " " 2.15 " "	" 10 "
2.15 " " 2.45 " "	" 15 "
2.45 " " 3.00 " "	" 15 "
3.00 " " 3.15 " "	" 10 "
3.15 " " 4.00 " "	" 15 "
4.00 " " 5.00 " "	" 10 "
NIGHT CARS.	
4.00 p.m. and 9.00 a.m.	9.30 to 11.00 p.m.
Every Half-Hour.	
100 p.m. to 11.45 p.m.	
Every Quarter-Hour.	
SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" 10 "
11.00 " " 12.00 noon	" 15 "
12.00 noon to 1.00 p.m.	" 10 "
1.00 p.m. to 6.00 " "	" 15 "
6.00 " " 6.30 " "	" 10 "
6.30 " " 7.00 " "	" 15 "
7.00 " " 8.10 " "	" 10 "
NIGHT CARS on Week Days.	
Extra Car at 11 Midnight.	

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time tables, but
not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro order representing
Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers
Hongkong 15th June, 1915. [185]

FOR SALE.

BARE WAR STAMPS.

TOGO Surcharged.

Anglo-French Occupation.

GRACA & CO.

No. 4, WYNDHAM STREET.

Hongkong, 6th January, 1916. [120]

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL

in the City. Near to everywhere, a
providing all modern conveniences.

American or European Plan.

Rates \$4 and \$5 per day

Special terms to monthly guests.

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Manager.

MITSU-BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Condenser, Steam Engines, Manganese, Bronze Castings,
Parsons Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Dock No. 1. Dock No. 2. Dock No. 3.
Length on Keel Blocks ... 510 feet 350 714 feet.
Width of Entrance on bottom ... 27 " 52 " 88 "
Water on Blocks at Spring Tide ... 3 " 34 " 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 20 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOTTING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 400 feet " 590 feet.
Max. Breadth of Ship taken in ... 56 " " 68 "
Max. Draft of Ship taken in ... 22 " " 28 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 268 feet 0 inch.
Breadth at Entrance on bottom ... 48 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [73]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Competes with the best quality English Cokes in
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST **FIREBRICKS** GRADE

FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG

TELEPHONE No. 1030

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. [136]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the WAR the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellent equipped Dining and First and Second Class Sleeping Cars, is operated between
Tientsin and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
1st Class Fare	Shanghai (S.M.R. Train) to Tientsin	1st Class Fare	Tientsin (S.M.R. Train) to Shanghai
\$ 10	Shanghai (S.M.R. Train) to Tientsin	\$ 10	Tientsin (S.M.R. Train) to Shanghai
7 1/2	Shanghai (S.M.R. Train) to Tientsin	7 1/2	Tientsin (S.M.R. Train) to Shanghai
5 1/2	Shanghai (S.M.R. Train) to Tientsin	5 1/2	Tientsin (S.M.R. Train) to Shanghai
3 1/2	Shanghai (S.M.R. Train) to Tientsin	3 1/2	Tientsin (S.M.R. Train) to Shanghai
1 1/2	Shanghai (S.M.R. Train) to Tientsin	1 1/2	Tientsin (S.M.R. Train) to Shanghai

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Chang-
chun at 11.20 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 3

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At
Dairen, Port Arthur, Mukden, Changchun, and Kailan (the most sea-side resort in
North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL STEAMING CO. & EXPRESS TRAVEL CO.,
Messrs. THOS. COOK & SON, the NORMAN, ROSS & CO., and the
NIPPON Yusen Kaisha, Shanghai; from whom all information, time-tables, pictorial
guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add. "MANCHU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chafoo, Shanghai, Hongkong, Manila, Singapore, and Peking.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

FRENCH STORE.

13, QUEEN'S ROAD CENTRAL.

Entrance next to ASTOR HOUSE.

NOTICE.

We beg to inform our Customers and the Public of Hongkong
that we have just received from PARIS a big consignment of Sweets,
Nougats, Toys, etc., etc.

DRAGEES AMANDES.
LIQUEURS.
FRUITS ET LEGUMES.
CAILLOUX.
ARGENTEEES.
PASTILLES DE GOMME.
PRALINES D'AUVERGNE.
BONBONS GLACES.
FONDANTS.

DR. JAWA'S MEXICAN TEA FOR OBESE PEOPLE.

We have also received SWISS CHEESE from the world-renowned
village of Gruyère, Switzerland.

Hongkong, 8th January, 1916. [103]

APPLICATIONS FOR AGENCIES IN CHINA AND JAPAN.

Should be sent to our Agent:—
MR. T. RUDDIMAN JOHNSTON,
18, Mikawada-machi, Asaba-ku, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

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FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.

NEW CARTRIDGES.

By popular English Manufacturers.
In all Bore and Sizes.

**SMOKELESS POWDER AND CHILLED
SHOT.** From No. 8 to No. 40, at \$5, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS, a Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [89]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE

Photographic Goods of Every Description
In Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 4th February, 1915. [70]

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ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS

15 QUEEN'S ROAD CENTRAL.

CAILLE

5 SPEED PORTABLE

MOTORS

Magneto and Battery

Ignition Combined.

The very latest in Portable

Motors.

ALEX. ROSS & Co.,

Machinery Office,
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HONGKONG HOTEL

GRILL ROOM.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION

ELECTRIC LIFTS AND LIGHTING

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone No. 373.

Tel. Address: "VICTORIA."

J. WITCHELL,
Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE

HOTEL, most Central Location within

the vicinity of all the Principal Banks

Noted for the best Food, Refreshment

Accommodation and Cleanliness. Cuisine under

European Supervision. A First-Class String

Orchestra renders selections from 5.30 p.m.

to 11.30 p.m.

Special monthly terms for residents and for

Shipping people.

For further particulars apply—

MANAGER

Telephone 197

Telegraphic address: "COMFORT"

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PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and

TOURIST HOTEL. Unrivalled for

Comfort, Health and Convenience. Telephones

in Every Room, prompt connection maintained

by six lines to Central.

Fifteen Minutes from Principal Landing

Stage. Moderate Tariff and Excellent Cuisine.

Roof Garden and Social Rooms. European

Runners meet Steamers.

R. O. FEUSTLER,
Manager

[151]

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL

is now OPENED under NEW

MANAGEMENT. The place has been re-

novated throughout and entirely refurnished.

Situated on the Praia Grande facing the sea,

a cool breeze is enjoyed all the year round.

LARGE and COMFORTABLE DINING

ROOM facing the sea. Cuisine under

experienced supervision. Terms moderate

For further particulars, apply to—

TAM MANAGER,

Macau.

Tel. Add. "Phoenix," Macau,

1st February, 1915. [31]

THE VICTORIA HOTEL.

CANTON.

Situated on the British Concession,

Shamcen,

The only European Hotel in

Canton.

Guides and Chairs provided.

Every information and special

attention given to Tourists.

Reasonable Rates.

Under the personal Management

of Mr. and Mrs. G. E. EYLES

1-2

FAR EASTERN MEN AND

INSPECTION NOTED.



D.S.P. (R.).

RANDOM REFLECTIONS.

If the Hon. Mr. Holyoak had adhered to his original intention and moved at the last meeting of the Legislative Council his resolution in favour of transferring the prisoners of war from this Colony to some more suitable place of internment the official members would have been placed in a dilemma. They would have been obliged either to adopt the unusual course of agreeing with an un-official motion or to follow precedent at the risk of finding their views over-ruled a few days later. As it is, of course, the motion will fall to the ground; just as those to whom it referred have obligingly furnished another argument in support of it by showing their desire for a change of air.

A man of sober temperament and simple tastes, I rarely read *The Government Gazette*, and when I chanced to glance over a recent copy the other day I received quite a shock. For months the newspapers have been assuring us that the German mercantile marine has been swept off the seas, and that Germany's Colonies have been wrested from her one by one, while the Postmaster-General never tires of telling us that the Postal Services to Germany and Austria have been suspended. Yet if one is to believe the *Government Gazette*—and it is published by authority—not one of these statements is true. Rates of postage are given by German mailships to German Colonies and even to Germany itself. "When doctors disagree who shall decide?"

Many Peak residents must have had their tempers ruffled when passing the building at the top of Battery Path which is being demolished. With sublime disregard for passers-by, dry rain-hackles guards have been placed around the building, so that brick-dust fills one's eyes and the bricks which ever and anon come hurtling through the air have a better chance of finding a human target. A few days ago I noticed with a thrill of joy a Government official, whose eyes were full of brick-dust, blinking savagely at the workmen who were the cause of his discomfort. Now, I thought, something will be done to put an end to this dangerous nuisance instead of waiting for some member of the general public to be buried under an avalanche of debris.

Despite the activities of some of the Special Constables, Chinese youths with cycles seem still to be oblivious of the fact that certain open spaces in the city were not laid out for the benefit of trick-cyclists and record-breakers. They dash about and cut their capers with equal disregard for other people's limbs and their own necks, and when a mishap occurs they seem to look upon it as an excellent joke—always, of course, providing that they suffer no discomfort from it themselves. It is good, of course, to see young China indulging in health-giving pursuits—at a distance.

They had reached the sixth green when twilight was creating an eerie atmosphere among the hills of Fanling. With zealous care one of the two players was preparing for his next stroke when suddenly he removed his eyes from the ball and rivetted them with an expression of terror on a small bush just beyond. Not a word was spoken—so rigid is the etiquette of the game—and the statuesque pose was preserved for some moments. Then the rigid one relaxed, shouted something unintelligible, and bolted in the direction of the Club House. Thither he was quickly followed by his bewildered opponent. When at length breath was regained the player who had started the stampede explained that his hurried flight was due to the fact that the bush at which he had been gazing contained a tiger, and that, though reluctant to abandon the prospect of establishing a record for the round, he had so fancy for playing the rôle of the young lady of Niger. For the information of those who may feel a little sceptical about this story, I may add that tigers have been seen by golfers at Fanling, and even though one's outlook on things in general may undergo a subtle change during the New Year festivities, the incident related possesses all the elements of solid truth.

The recent rising in Yunnan may not be serious, but it proves, a wag points out, that China is not unanimously in favour of a monarchy.

"My boy's grandmother must have more lives than the domestic cat," writes a correspondent. "Though she has been dying on at least half-a-dozen previous occasions to my knowledge, my boy came to me the other day and asked for a few days' leave—because this remarkable old lady was again about to 'make die.' What could I say? Whatever you said, my friend, would make no difference. That grandmother will always be prepared to repeat the performance when required for the benefit of her devoted grandson. It's a way that they have in China."

RODERICK RANDOLPH.

VINDICTIVE ASSAULT ON CHINESE YOUTH.

TIMELY APPEARANCE OF POLICE LAUNCH.

At the Magistracy yesterday three Chinese boatmen were charged with committing a serious assault on a Chinese youth, at Causeway Bay.

The story for the prosecution was that the complainant and other boys were playing football on a field at Causeway Bay when the ball was accidentally kicked into the harbour. Complainant asked the first defendant to pick the ball out for him, and offered him 20 cents for the service. The old man refused, and the boy then jumped on to the former's sampan with the intention, apparently, of recovering the ball himself. The old man and his two sons set upon him, and he was seriously wounded about the head by a heavy piece of bamboo. A police patrol launch met the sampan as it was being rowed out of the breakwater, and the constable on board (P.C. Aitken), observing that something was wrong, boarded the boat, and found complainant lying on the bottom of the boat, his clothing covered with blood.

The tale told, with various discrepancies, by the defence was that a brother of the complainant had assaulted the first defendant for giving evidence against him in the Supreme Court, and that complainant himself had also struck him. The complainant met with his wounds when he fell into the water. The old man said he must have been struck by stones that were being thrown at those on the boat, but his wife alleged that he met with his injuries by falling between two boats.

His worship said he proposed to commit, and Inspector Gordon said he was of opinion that the old man intended to row complainant out of the Harbour and dump the body. He was for a long time a police informer, and was well-known to the police, who had had many complaints about him.

The old man was fined \$25, or in default 14 days' imprisonment.

ATTEMPTED GANG ROBBERIES AT HUNG HONG.

Two attempted gang robberies occurred in the week-end at Hung Hong, both happily, being frustrated through timely alarms. In one case a number of men were sitting in a restaurant and suddenly jumped at the keeper and his wife, seizing them by the throat. A man outside heard the cries, saw what was happening, and blew a police whistle. The would-be robbers became frightened and decamped. In the other case four men entered a house, two of them apparently letting them in. One of the occupants blew a police whistle, and these robbers also ran away, the two foks going away with them.

COLONY'S WATER SUPPLY.

The water return up to January 1st shows that, in the City and Hill district water works the storage, in millions and decimals of gallons, at Tytam was 320.60, against 404.64 in the corresponding period of last year. At Tytam Intermediate the storage was 207.88 against 194.02; at Pokfulam 40.10 against 47.78; at Wongneichung 12.82 against 14.44; and at Tytam Low Level 54.00, against nil, giving a total of 644.70 against 660.88 millions. The consumption, in the same district, with an estimated population of 263,110, was 121.88 million gallons, against 153.81 last year with a population of 259,519. The consumption per head per day was 14.0 against 19.1 gallons. There was a constant supply in all districts during December.

The storage at Kowloon gravitation reservoir on the same date was 304.80, against 350.76 last year. The consumption with an estimated population of 97,400 was 33.16 million gallons, against 33.19 million gallons last year, on an estimated population of 95,600. The consumption per head per day was 10.9 gallons against 11.9 gallons. The Government analyst's reports show that the water is of excellent quality.

POLICY OF PORTUGUESE CABINET.

In presenting the new Cabinet to Parliament on December 2nd—says *The Times* correspondent at Lisbon—Dr. Afonso Costa, the Prime Minister, said that they would put national interests before all party considerations, and that with regard to Portugal's international position they would uphold the attitude previously defined.

The reference in yesterday's issue to the Civil Service Hockey team should have read the Volunteer Corps team.

CORRESPONDENCE.

THE VETERANS' CLUB.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—I have been asked by Baroness d'Anethan, one of the Vice-Patronesses of the above Club, to bring its financial needs to the notice of the public in Hongkong. The circular appeal for funds now being made states:—"It is felt that the moment has now arrived when it is essential to establish the Club on a permanent basis in new and larger premises for the use, comfort, recreation and assistance of those who have fought so bravely for the Empire on their re-entry into civil life." The following extract from the *Army and Navy Gazette* of the 13th February, 1915, fully sets out the objects and necessities of the Club:—

"The Veterans' Club does three things: it supplies accommodation for ex-Service men, it helps them to obtain employment, and it assists men to rejoin the Colours on the outbreak of a war such as that in which this country is now engaged, or it provides instruction for the men of our new armies. There can be no doubt that when this war is over the Club will require very greatly to enlarge its sphere of usefulness, to open its doors more widely to provide a common meeting place; while the Club will be asked to find employment on final return to civil life for a very large number of Army men, many of whom will be wounded, incapacitated and homeless. To grapple with all the increased work which will be then coming in the Club wants to be more generally known, and its objects better appreciated by the general public; it wants establishing on a more permanent basis; it needs, above all, the raising of a liberal endowment fund. Surely the nation cannot better show its recognition of all that the Army has done for it in the past, and is doing for it in the present, than by seeing to it that the Veterans' Club shall be worthy of the men who will again seek its shelter when the war is over."

The Club is under the patronage of the Duke of Bedford, Lord Charles Beresford, Sir Edmund Fremantle, Sir Alfred Turner and many other well-known ladies and gentlemen.

Annual subscriptions (which may be of any amount) and donations—however small—will be gladly accepted. They may be sent direct to the Secretary, 47, Bedford Row, or to me.

I shall be very glad to furnish any further particulars I am able of the purpose and organization of the Club, which has received many letters from soldiers as the front testifying to its value and hoping for its success.—I am, Yours truly,

M. J. LOCKER.

Hongkong, January 10th, 1916.

KEY TO GERMANY'S SECRET CODE.

HAMBURG-AMERIKA TRIAL INCIDENT.

The trial of the Hamburg-Amerika Line directors on charges of conspiracy to deceive the Government of the United States by filing the clearance papers for vessels employed to provision German cruisers at sea developed a significant dispute on December 1st, owing to the demand of the prosecuting counsel that the German Government and the defendants be submitted to the Court.

Herr Buenz, the chief defendant, had admitted that the original agreement, concluded a year and a half before war broke out, had been handed over to the Embassy at Washington for safe keeping, together with the text of orders he had received on July 31st, 1914, instructing him to live up to the agreement, says *Kouler's New York correspondent*. Herr Buenz protested that the production of these documents would be of immense value to the "spies" of the Allies, and he alleged, were in Court, inasmuch as he would disclose to them the key to the German Government's secret code.

The Judge overruled the demand of the prosecution for the production of the code messages. Herr Buenz testified that, notwithstanding the severing of the German cable, the Hamburg-Amerika Company was in constant cable communication with Germany, and received cables stating where and how to meet German warships. He had spent altogether \$200,000 in trying to attain his object. Herr Buenz added that, attached to the German Navy, he frequently, Captain Boy-Ed did not take part in Herr Buenz's activities, but he knew what was going on.

Colonel Maitland, of the Royal Naval Air Service, jumped with a parachute last month from an aeroplane which was 10,000 feet in the air. He landed safely. The officer had been experimenting with projected developments of the aerial service, and arrived at the point where it was necessary to determine whether an airman could land safely by parachute from such a height. "Some one has to do it," he said. "There is only one person I care to ask; I will make the attempt myself." It took the Colonel fifteen minutes to make the descent, but he solved his problem satisfactorily.

MOSQUITO NET FUND.

FIRST SUBSCRIPTION LIST.

From the list, which is published below will be seen that upwards of \$900 have been received on the first week for the provision of mosquito-nets for our troops in the Near East:—

Lady May, Sir Paul Chater, Mr. T. H. G. Brayfield, Mr. H. F. Carmichael, Mrs. Carmichael, and Mr. A. W. Snowman \$50 each.

Mrs. Skeeten, Mrs. W. M. Humphreys, Mr. J. B. Thomson, and Hon. Mr. P. H. Holyoak \$25 each.

Mr. J. B. Thomson, and Hon. Mr. P. H. Holyoak \$25 each.

Mrs. Hodgins, Mrs. W. G. Humphreys, M. S. Mrs. Duncan Clark, Mrs. Dunbar, Mr. E. J. Crist, and Mr. Robert Shewan \$10 each.

Mrs. Milroy, Captain Douchier, Mr. W. H. Bell, Mr. D. McMurray, Mrs. Ralphs, Mrs. Arthur Chapman, Mrs. E. J. Chapman, Mr. W. A. Dowley, Mrs. McCubbin, Madama Flint, Mrs. Arthur, Mr. N. S. Marshall, Mr. Krenmer, Mr. J. E. Brister, Mr. W. Logan, and Mr. F. Smyth \$5 each.

Mrs. Marshall \$3—\$253.

Upwards of a thousand nets have been cut out, and are now being made by the members of the Ladies' Bandage-making and Sewing Class. Any further contributions to the Fund will be gratefully received by Mrs. Carmichael, care of Messrs. Carmichael & Clarke, 3, Queen's Building.

CIGARETTE AND TOBACCO FUND.

FOR THE ARMED FORCES AT THE FRONT.

The following is the Subscription List to date:—

Total acknowledged to 18th December, 1915 \$9,231.11

Since received:—

"Cin" 5.00

C.D.M.F. 25.00

A Moham din in Police Force 7.50

Collected by Two Jolly Jack Tars from the Garrison of Hong Kong 31.00

A Little Ray of Sunshine 5.00

H.P.K.J. 20.00

A.M.N.J. 20.00

Per Mr. O. D. Gander—From Members of the Kowloon Customs 36.85

Per Mr. A. J. Tarrant—Collected at a Smoking Concert at the Phoenix Club 24.00

Per Miss Square—A Friend 2.00

Per Hongkong Telegraph—Sympathisers, \$11. Mrs. F. Hargard, \$2; collected by Pincher Maria, \$12.40; Whishang, \$5; Mr. J. H. Wollacott, \$5; From Dd., \$2 37.40

Per South China Morning Post—Mrs. R. Pithie 5.00

Jubilee Signal Station 2.00

Mr. F. J. Becko (Whampoa) 20.00

Per Hongkong Tramway Co.—Collected in Boxes on Tram-cars, from 16th to 31st December 47.65

\$9,727.54

Expended to 18th Dec. \$9,290.65

Loss on Subsidiary Coins 5.62

\$9,296.17

Balance in hand \$ 431.37

J. W. CRADDOCK, Chairman.

Hongkong, January 8th, 1916.

REVOLT IN YUNNAN.

ENGINEERED BY REVOLUTIONARY LEADERS IN JAPAN.

GOVERNMENT'S MILITARY MEASURES.

Yunnan's recent declaration of independence was signed amongst others by Li Keng-yuan, a native of Yunnan and one of Huang Hsing's right-hand men. He was a member of the House of Representatives and took an important part in the so-called second revolution in 1913. Thus the complexity of Sun Yat-sen and Huang Hsing in the present attempt at rebellion is clearly established. It is alleged that during his recent visit to Japan Tsai Ao-made agreements with Tang Yang-teng, late Inspector-General of the Yangtze, and Director-General of the Hankow-Canton Trunk Line, Cheng Chung-min, late Tuteh of Kuangtung, and Li Lich-chun, late Tuteh of Kiangsi, who raised the standard of revolt in 1913. It is alleged that all four are implicated in the present outbreak.

According to a Tokyo paper Tan Jeng-feng, a revolutionary hero and the author of a recent revolutionary uprising at Shanghai, has left Tokyo on his way to Shanghai accompanied by his followers. Tan went to Tokyo with several compatriots after the recent Shanghai affair and stayed there for some time, meanwhile negotiating with Dr. Sun Yat-sen and other revolutionary leaders about the measures to be pursued hereafter by the revolutionists.

It is now reported that, after deliberate conferences among the leaders, Tan and his followers departed for Nagasaki on their way to South China, where they will start an active movement shortly. Interviewed by a representative of the *Japan Daily Mail* prior to his departure, Tan declared in high spirits that Chan Chun-huen, who had been in Hongkong, has already entered Yunnan and is actively working for the cause of the revolutionaries. Other leaders are coming over to Kuangsi and Yunnan from various directions. "The destiny of China will be settled very soon," he declared. "Instructions have been issued from the Generalissimo Headquarters transferring the troops at the Peiyuan, or north part, to Hupen, the Hupen troops to Hunan, and the Hunan troops to Yunnan." According to Chinese papers the Government proposes to despatch Li Ching-yi, formerly Viceroy of Yunnan and Kuichow, and General Ting Wai of the Headquarters Staff and formerly Provincial Commander in Chief in Yunnan, to the disaffected area.

INTIMATIONS.

LANE, CRAWFORD & Co.

FOR HIGH-CLASS CIGARS AT MODERATE PRICES.

DUTCH CIGARS.

"BRAMA" in Boxes 25 at \$2.50 per box.

These Cigars are made entirely of the finest Havana Tobaccos and are a most exquisite smoke.

"EL PLANTADOR" in Boxes 25 at \$1.75 per box.

The very best of Mexican Cigars.

"MAZEPPA" in Boxes 50 at \$2.75 per box.

We beg to draw the special attention of Smokers to this Cigar.

"HERMANAS" in Boxes 50 at \$2.75 per box.

A very good and inexpensive Cigar.

"LA CASA" in Boxes 100 at \$4.00 per box.

Excellent in rich flavour and faultless burning.

"GLORIAS" in Boxes 50 at \$3.00 per box.

Silky leaf, delicious aroma, mild flavour.

"LA GRANDIOZA" in Boxes 25 at \$2.50 per box.

Are distinguished by a superb delicacy, the result of blending the finest Tobacco leaf.

"KING EDWARD VII." in Boxes 25 at \$4 per box.

We specially recommend these Cigars, which are noted for their purity and fragrance.

"PETIT DUC" in Boxes 100 at \$7.00 per box.

These Cigars are made from a Special Blend of Havana Tobacco and are very delicate in flavour and aroma.

LA MINERVA MANILA CIGARS

IN ALL SHAPES

GOLOFINA. PERFECTOS AND BOUQUETS.

ONE TRIAL

makes you a customer.

MILD COOL FRAGRANT SUMATRA

ROSITA.

Rosita is one of the Best Cigars of the East. Made of the finest selected Sumatra Tobacco by experienced workmen.

TINNED BOXES OF 50 CIGARS \$4.25

Obtainable at: Hongkong Cigar Store, Watson's, Green, Egyptian, Siam, Bros, Colonial Dispensary.

SOLE IMPORTER: WILLEM HEYBLOM, POWELL'S BUILDINGS, Hongkong, 6th January, 1916.

ASAHI BEER

Collections were made in many of the principal London theatres and music-halls on December 4th on behalf of the funds for supplying Christmas puddings to the men at the front, which was instituted by the *Daily News* with the authority and co-operation of the War Office. The fund on that date amounted to over £21,000.

KINDS OF RHEUMATISM.

In popular language the word rheumatism is a term which covers a multitude of ills, of which pain is the chief symptom.

Articular rheumatism, inflammatory rheumatism, and rheumatic fever are all names for the same disease. Muscular rheumatism affects the muscles and does not spread from one spot to another like inflammatory rheumatism. Lumbago is a form of muscular rheumatism.

Some people have rheumatism every winter, especially those people who inherit a rheumatic tendency. They will continue to have recurring attacks until the blood is built up to a strength sufficient to overcome the rheumatic poison. External applications and drugs that simply relieve the pain are useless. On the other hand, Dr. Williams' Pink Pills build up the blood and really correct the trouble.

With poisons in the blood there is a continual combat between the health forces and the disease. When the rheumatic poisons prevail, the blood gets thin rapidly. When the blood is made rich and red by Dr. Williams' Pink Pills the poisons are destroyed and expelled. Begin a course of Dr. Williams' Pink Pills for Pale People without delay. Your dealer sells them, but be careful to ask for Dr. Williams'.

You can also obtain them from the Dr. Williams' Medicine Co., 96, Sechen Road, Shanghai, \$1.50 per bottle, or 6 bottles for \$8, post free.

[91-7]

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NEW ADVERTISEMENTS

WANTED.

BRITISH FIRM OF IMPORT AND EXPORT
SHIPPERS require sound connections in Shanghai and Hongkong for Manchester and Bradford Piece Goods; also Hardware of all descriptions. Excellent sources of supply in all classes of above goods. Write "EXPORT" care of J. W. VICKERS & Co., Ltd., 5, Nicholas Lane, London, England. [164]

WANTED.

EUROPEAN BREAKSMAN for the Peak
TRAMWAYS COMPANY, LIMITED.
Apply to the—
SUPERINTENDENT.
Hongkong, 11th January, 1916. [155]

NOTICE.

I HAVE This Day established myself under the Style and Firm name of **JOHN WILKIE & Co., Importers, Exporters and Commission Agents**, and will carry on business at Hotel Mansions, 1st Floor, and at Missions Building, Canton.
JOHN WILKIE.
Hongkong, 1st January, 1916. [158]

NOTICE.

WE HAVE This Day authorized Mr. P. W. A. WILKIE to Sign our Firm per Procuration.
JOHN WILKIE & Co.
Hongkong, 1st January, 1916. [159]

NOTICE.

THE BUSINESSES OF ARCHITECTS AND CIVIL ENGINEERS carried on by **COLBOURNE LITTLE** in Hongkong and by **F. R. J. ADAMS** and **MAISHALL WOOD**, (under the style of **THOMAS, ADAMS & WOOD**) in Canton have amalgamated as from this date and will henceforth be conducted by the undersigned.
The new firm's name will be **LITTLE, ADAMS & WOOD**, and the business of the firm will be carried on at their Offices in Hongkong and Canton as heretofore.
COLBOURNE LITTLE, F.R.I.B.A., F.R.J. ADAMS, A.M.I.E.E., MAISHALL WOOD, A.R.I.B.A.
Hongkong, 1st January, 1916. [128]

NOTICE TO MARINERS.

ON and after the 1st March, 1916, the present Light at Cape Collinson will be replaced by a 5th Order Aga Light of the following—
Character—Flashing—one second light followed by seconds darkness making in all 10 flashes per minute.
This light shows bright to Eastward from N.N.W. to S.S.E. and red to Westward. Vessels are warned to keep in bright sector.
C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.
Harbour Department,
Hongkong, 8th January, 1916. [160]

KOWLOON-CANTON RAILWAY.

NOTICE.

IMPORTANT ALTERATION OF EXPRESS TRAIN.

THE PUBLIC IS HEREBY NOTIFIED that on and from **SUNDAY, January 9th**, and until further Notice the Express Train timed to leave Kowloon for Canton at 4.00 P.M. is cancelled, and in its place an Express Train will leave Kowloon at 2.50 P.M., arriving Canton at 6.30 P.M.
By Order,
H. P. WINSLOW,
Manager.
Kowloon, 8th January, 1916. [161]

ROYAL HONGKONG GOLF CLUB.

PROVIDED that sufficient entries are forthcoming the British Section of the Kowloon-Canton Railway have kindly offered to present a CUP for a Ladies' Singles match play Competition under Handicap to be played over the FANLING Course on days other than SATURDAYS, SUNDAYS and PUBLIC HOLIDAYS.
Entries should be sent IN WRITING to the Undersigned and will be received up to the 16th inst.
T. W. HILL,
Acting Hon. Secretary.
Hongkong, 5th January, 1916. [147]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE GENERAL MEETING of the Company which was adjourned on the 13th day of December last, will be continued on **MONDAY, the 17th day of January, 1916**, at 12 o'clock Noon, at the Offices of the Company in Hongkong, when the Resolution for the adoption of New Articles will be proceeded with.
Dated the 6th January, 1916.
R. M. DYER,
Chief Manager. [155]

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desirous to leave the Colony should apply in writing for permission to do so to the **SUPERINTENDENT OF POLICE**, at least 48 hours before the intended date of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the **CENTRAL POLICE STATION** between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th January, 1916. [177]

INTIMATIONS

NOTICE.

THE 6 INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED that the third payment of interest of the 6% Internal Loan of the 3rd Year of the Chinese Republic (1914) will fall due on the 31st of December of this year. With the exception of the detailed regulations, governing the payment of interest of the said loan, which have been published in the *Government Gazette* and which have been printed for the information of the Public by all the establishments authorised for the payment of interest, the following important points are hereby published for general information:—

1. The date when the payment of interest begins: 31st December, 1915.
2. The organs authorised for the payment of interest:
 - a. All Magistrates' Yamen.
 - b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.
 - c. The reliable agents of the above-mentioned two banks.
 - d. All Maritime Customs Offices.
3. The methods for the claiming of interest: The Public when claiming for the interest must cut out the matured coupons and proceed to any of the above-mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons so paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not cut out the coupons themselves, as the said Bonds have to be examined first by the organs concerned.
4. The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.
5. The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorised organs above mentioned.
Peking, 24th December, 1915. [143]

HUMPHREYS ESTATE & FINANCE CO., LTD.

SHARE CERTIFICATE No. 5129, dated 18th July, 1904, of One Hundred Shares numbered 85001 to 85100 inclusive fully paid up, standing in the Register in the name of **Mr. ANTONIO JOAQUIM BASTO**, of Macao, having been LOST or DESTROYED, Notice is hereby given that unless the said certificate be produced at the Offices of the Company, Alexandra Buildings, Des Vaux Road, Central, Hongkong, on or before the 8th day of February, 1916, New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th January, 1916. [156]

GREEN ISLAND CEMENT CO., LIMITED.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 50 Shares in this Company in the name of **Mr. ARTHUR ROBERT DONNELLY** or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 5918—50 Shares numbered 23457/234628 dated 31st February, 1910, has been LOST or DESTROYED, and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company the undersigned will then proceed to deal with such application for duplicate.
For the GREEN ISLAND CEMENT CO., LTD.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 14th December, 1915. [106]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATE No. 4209 for Twenty-five Shares numbered 4901 to 4925 inclusive, standing in the Register in the name of **FRANK BARKINGTON DEACON**, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the Third day of February, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.
MOWERAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 3rd January, 1916. [144]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 318, dated 26th September, 1893, of Fifty Shares Nos. 9311-9360 in this Company, standing in the name of **Mr. WEI A. KWONG**, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.
Dated 13th November, 1915.
C. PEMBERTON,
Secretary. [167]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 38 years, from 1874 to 1909.
PRICE 2s. CASH.
On Sale at the DAILY PRESS Office or Local Booksellers.

HOUSES TO LET.

TO LET.

TWO HOUSES in "STONEHENGE," No. 6, Robinson Road. Newly done-up and remodelled.
Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.
Outhouses and Grass Tennis Court.
Shortly available for occupation.
Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 12nd December, 1915. [113]

TO LET.

OFFICES in Queen's Building.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 8th December, 1915. [105]

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916.
Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha.
Hongkong, 16th November, 1915. [100]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, PEAK.
Apply to—
M. J. D. STEPHENS,
Hongkong, 18th November, 1915. [97]

TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON & HASTON,
Hongkong, 16th October, 1915. [90]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, East, from 1st November, 1915.
Apply—
LINSTEAD & DAVIS,
Hongkong, 16th October, 1915. [88]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 24th October, 1915. [87]

TO LET.

OFFICES in R. G. GORON'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 2nd December, 1915. [83]

TO LET.

OFFICES in King's Building, OFFICES in Des Vaux Road Central.
HOUSES in CLIFTON GARDENS, Conduit Road.
NEW HOUSES in Broadwood Terrace, HOUSES at the Peak.
No. 1, MORETON TERRACE, Causeway Bay.
GODOWNS, at Wanohai Nos. 1, 2 and 3, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 4th November, 1915. [32]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon.
FOUR ROOMED-FLATS in May Road, with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 23rd December, 1915. [59]

NOW READY.

DIRECTORY OF PROTESTANT MISSIONARIES

FOR

CHINA, JAPAN AND COREA.

HONGKONG DAILY PRESS OFFICE

PRICES:

Cloth Cover \$1.25

Paper " 0.80

Hongkong, 21st December, 1915.

INTIMATION

WATSON'S SULFOCREME

HAS THE WONDERFUL

PROPERTY OF GIVING TO THE

SKIN INCOMPARABLE SOFTNESS,

PREVENTING REDNESS AND

IRRITATION, AND OF TAKING

AWAY WRINKLES AND FRECKLES.

IT IS ADMIRABLY SUITED TO

THE USE OF GENTLEMEN AFTER

SHAVING, AS IT PREVENTS THE

ROUGHNESS AND SORENESS OF THE

SKIN WHICH MAKES SHAVING A

TRIAL TO MANY MEN.

IN BOTTLES 60 CENTS

AND \$1.00 EACH.

Prepared only by

A. S. WATSON

& CO., LTD.

HONGKONG DISPENSARY.

MARRIAGE.

HARSTON-SWABRICK—At St. Andrew's, Kowloon, by the Rev. N. C. Pope, on 10th January, **WILLIAM EDWARDS HARSTON**, of Hankow, China, younger son of Mrs. and the late Mr. Walter Harston, of Norwich, England, to **MADGE**, daughter of Mr. and Mrs. GEORGE SWABRICK, of "Chatswood," Sydney, N.S.W. [168]

DEATHS.

ALLAN—At No. 8, Thorne Road, Shanghai, on January 4th, **JOHN ALLAN**, late of Glasgow and Hongkong, aged 58 years.
MORRISON—At Shanghai, on January 4th, **JAMES HURCHISON MORRISON**, aged 67 years.

HONGKONG OFFICE: 104, DES VAUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 11TH JANUARY, 1916

ENGINEERING OPPORTUNITIES IN CHINA.

SOME years before the outbreak of war there were signs of increasing competition between British and German engineering interests in China. In the early part of 1912 many people at home and in the Far East became aware of the formation of the British Engineers' Association. This was brought about by a group of engineers and others interested in China for the express purpose of arousing the British manufacturer to the great opportunities awaiting his enterprise in China. It dealt very openly with German competition. It frequently approached the British Foreign Office concerning contracts and other commercial matters in this part of the world. It vehemently pointed out that the German Consuls in China did everything possible to further German trade-interests, and it went so far as to suggest that our own Consular service might help the manufacturer a little more. It drew attention to the fact that a commercial attaché at Peking was not likely to be able to find out the openings for British trade all over China, and it probably influenced the journey of the Board of Trade special commissioner, Mr. Ainscough, who only recently returned to England after a period of travel inland. It pleaded for exhibitions of appliances in China and for British

teachers in technical colleges wherein the young Chinese would be taught British engineering standards. Finally, it used its influence to secure the appointment of British engineers on the Chinese railways.

The British manufacturing engineer did not turn a deaf ear to the pleading of those who attempted to show him the way to improve his trade. Several large firms sent out important representatives, and others took up the question of agencies. Many contributed valuable equipment to Hongkong University and actually subscribed funds to purchase scientific instruments. For two years before the outbreak of war the technical Press of Great Britain sought to gather all the information obtainable about the engineering possibilities of China. As a result, exports from home increased. Valuable railway concessions were obtained, such as those of Messrs. PAULING, and the Hankow development project was heralded as a triumph for British engineering interests. Then war was declared and the thinly-veiled commercial war between the British and German engineers quickly developed into a stupendous campaign, not only in the field but in the workshops. Mr. LLOYD GEORGE aptly summed up the situation when he said, "This is an engineer's war." The one thing which the Germans had carried to perfection was the mobilisation of the resources of applied science. We have done that since, so that Great Britain is now one vast workshop. Firms who used to send engines, electrical apparatus and steel work out to China are now producing nothing but munitions. There is plenty of business for British engineers in China now if only they could obtain delivery.

Prices are at a wonderful figure. Despite the increased cost of raw material, labour and freights, the Chinese are demanding machinery. They are not particular as to the country of its origin, but naturally the Germans find it very much more difficult to deliver goods than do the British. At present, therefore, we have an advantage in this market. When the war is over we should be able to retain that advantage, for at first, at any rate, there will be no German shipping to bring out goods from the Central European countries. On the whole, the outlook is distinctly encouraging for British engineering interests in China. It is very probable that payment for the materials sent to Britain will ultimately be made by machinery exported to develop further the mines of this country. The war is likely to lead to a great trade "boom" in this part of the world. Europe will need metals, and China is each month becoming more and more used to the idea of modern conveniences, such as electric light. In a recent address to the Birmingham and District Electric Club concerning the "Electrical Trade Position in China," Mr. G. W. L. RIDDLE, commenting upon the Germans, said that they were our greatest competitors in the electrical engineering trade in China. "As a matter of fact," he proceeded, "they have practically ruined the Far Eastern business by the severe cutting of prices."

Subsidised by their Government, and helped by their bankers, they had been in a position to secure many contracts which in the natural order of things might have been executed in Britain. Since the outbreak of hostilities, neither Britain nor Germany has been able to take contracts, but, in his opinion, after the war is over, Germany will enter the field again with renewed vigour.

The picture which Mr. RIDDLE drew of the Chinese city 1,000 miles from Shanghai and in China proper was interesting. There was not a European building in the place, his hotel would have been called a shed in Britain, and when he stopped in the street a crowd collected. Yet his primitive bedroom was lighted by a metal filament lamp. "Current was supplied from sunset to sunrise by the Electric Light Company, who had some of the best machinery that English makers could supply." We may be sure that all of this pioneer work is having a "snow-ball" effect. A local concern has secured, in the last year, several contracts for lighting towns not far from Hongkong, and we are glad to know that British machinery is being installed. It is to be hoped that efforts will be made, despite the war, to secure contracts. If only the Chinese can be persuaded to develop their mines with modern machinery we shall have a remarkable trade boom out here as soon as the war is over. We trust that British engineers will secure the benefit, and that the workshops at home will be kept as busy making machinery for the Far East and other places as they now are in manufacturing munitions. We shall need all the trade we can get to pay for this war.

A mail for Europe via Siberia closes to-day at 5 p.m.

In the revised mining ordinance in Korea published a few days ago, mining rights are denied to foreigners.

Dr. G. W. McKean, who has been spending the Christmas and New Year holidays at Baguio, has returned to the Colony much benefitted by the trip.

The total output of the Kailan Mining Administration's mines for the week ending 25th December, 1915, amounted to 63,115 tons and the sales to 53,957 tons.

Three Chinese were charged before Mr. Hazeland yesterday with intimidation in connection with the carpentry trade of Yaumati. The case was remanded for a week.

The prisoner who was found guilty of throwing the bomb that wrecked the *Asiatic Daily News* building in Shanghai Road, Shanghai, on Saturday, September 11th, was shot at the Arsenal a few days ago.

The head of the fine tiger which was killed at Fanling some considerable time ago has been returned from home, and will shortly be placed in the Museum. The taxidermist was unable to preserve the skin of the animal.

The Japanese Government is in receipt of a communication from Petrograd to the effect that Grand Duke George Michaelovitch is coming to Japan to present to the Emperor of Japan a facsimile letter from the Czar offering congratulations on the recent Accession at Kyoto.

A number of the leading exporters met recently in Yokohama to discuss the N.Y.K.'s change of the European route via the Cape of Good Hope. After two hours' discussion, it was decided, says the *Japan Chronicle*, to send requests to the Ministers of Communications and Agriculture and Commerce to order the N.Y.K. vessels to stop at Marseilles. In compliance with the order of the government all N.Y.K. vessels to Europe will stop at Havre instead of Marseilles, and, as most of the cargo for France is for Marseilles, the new route means the expense of rail freights from Havre to Marseilles by train.

The Rev. Dr. Bondfield, the British and Foreign Bible Society's agent at Shanghai, had a very hearty welcome when he recently interviewed the China Sub-Committee at the Bible House, London, and paid before them some impressive statistics. The personnel of Protestant missions in China now numbers nearly 4,500—without taking account of the wives of missionaries. After a quarter of a century's laborious translation work, the completion of the chief Chinese versions of the Bible is now within sight. The Society's circulation of the Scriptures in China practically began with the first edition of Morrison's New Testament in 1814, and since that time has amounted altogether to 28,300,000 copies.

HEALTH OF HONGKONG.

During the week ending Jan. 8th one fatal Chinese case (imported) of bubonic plague was reported. In the same period there was a fatal Chinese case of diphtheria, and three fatal cases of enteric fever, all Chinese, one being an imported case.

WAGES IN WAR SCRIP.

SUGGESTION TO AMELIORATE THE FINANCIAL SITUATION.

"Veritas" writes to the *Financial News* as follows:—

I wonder how long our authorities will be content to muddle through the war with our antiquated voluntary system as applied to men, money, and economics? The system may be the best in the world for peace times, and if so, it almost follows as a natural consequence that it is most unsuitable for war time. It was a gigantic mistake to allow holders of 34 per cent. war loan to borrow 295 from the Bank of England on a security which is to-day worth less than 281. It was an equally big mistake to give holders of 44 per cent. the power to tender their stock at par in payment for any further war loan. Why, a buyer of this stock at 97 would be receiving 224 per cent. interest on his money if a new war loan were issued within two months. Mr. Asquith might well say the financial position was serious.

What we want is for the Government to govern the country, and start by applying compulsion to men, money, and economics. As to men, each man should be compelled to do the duties he is best fitted for. As to money, the Government should acquire all the American investments held privately in this country, and gradually dispose of them. This would soon solve the "exchange" problem. As to economy, munition workers and others should receive half their wages in cash and half in scrip, which should not be negotiable until six or twelve months after the war is over. Under our present voluntary and haphazard system we are aiming dead straight for an inconclusive peace which will satisfy nobody.

THE WAR.

EVACUATION OF GALLIPOLI.

COMPLETED WITHOUT LOSS OF LIFE.

LIVELINESS ON WESTERN FRONT.

COSTLY ENEMY SUCCESS IN VOSGES.

"GOEBEN" ENCOUNTERED OFF BOSPHORUS.

RUSSIANS HOLD CAPTURED POSITIONS.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

GALLIPOLI COMPLETELY EVACUATED.

REMARKABLE ACHIEVEMENT.

LONDON, January 9th.

Gallipoli has been completely evacuated. A subsequent despatch states that General Monro reports that the complete evacuation of Gallipoli was successfully carried out, and all the guns and howitzers were got away except seventeen worn-out guns which were blown up before leaving. The casualties totalled one British soldier, who was wounded. There were no French casualties. General Monro adds that the successful accomplishment of a difficult task was due to Generals Birdwood and Davies, and the valuable assistance rendered in an operation of the highest difficulty by Admiral de Robeck and the navy.

FRANCO-BELGIAN FRONT

[THROUGH REUTER'S AGENCY.]

ENEMY TROOP MOVEMENTS IN CHAMPAGNE.

PARIS, January 9th.

To-day's communiqué says that the French batteries did effective work against the German trenches in Artois, and also interfered with German troop movements in Champagne.

ARTILLERY EXCHANGES.

COSTLY ENEMY SUCCESS.

PARIS, January 10th.

A communiqué states:—In Argonne, a German mine was exploded south of Butte de Mesnil. Grenade fighting ensued about the crater of the mine, but we remain in possession. Our guns exploded an ammunition depot in the enemy's lines at Fillemorte. In the Vosges we effectively bombarded Stocka, northward of Metz, and the Germans evacuating the village were caught by our seventy fives.

Near Stockweil, north-east of Muriest, we caused several fires at enemy works. South of Hartmannsweilerkopf, after a series of fruitless attacks, following a violent bombardment, the Germans captured a small neck northward of Hirsstein summit. Our troops occupying the summit were consequently withdrawn. Our accurate curtain of fire inflicted heavy losses. The artillery struggle continues.

ENEMY ACTIVITY.

EFFECTIVE FRENCH ARTILLERY FIRE.

PARIS, January 10th.

A communiqué states:—Last night there was some activity south of Armentières, the enemy employing heavy rifle, machine-gun and artillery fire. To-day there has been rather more than the usual artillery activity opposite Houthulst. Our bombardment south of Erdinghen caused a serious fire in the enemy's lines. The artillery was active on both sides about Ypres.

Our artillery in Belgium surprised and dispersed two parties of the enemy eastward of Lombaertzyde. In Champagne, we effectively repelled a bombardment of our lines between St. Hilaire la Grand and Ville-sur-Tourbe. The enemy, despite preparations for attacks, which were seen by our observers, were unable to leave their trenches.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE "GOEBEN."

A LONG RANGE ENGAGEMENT.

PETROGRAD, January 10th.

A communiqué states that Russian torpedo-boats sank a big steamer which was leaving the Bosphorus to fetch coal. Encountering the *Goeben*, the torpedo-boats retired to the protection of the warship line close by. A brief long range engagement ensued, but the *Goeben*, having the advantage in speed, quickly withdrew to the Bosphorus.

BRITISH BATTLESHIP SUNK.

"KING EDWARD" STRIKES A NINE.

LONDON, January 9th.

It is officially announced that the battleship *King Edward VII.* struck a mine, and, owing to the heavy sea, had to be abandoned. She sank shortly afterwards. The crew were taken off without loss of life. Only two were injured.

(H.M.S. *King Edward VII.* was the first of her class. She was built in 1901, and had a displacement of 16,350 tons, with a speed of 18.5 to 19 knots. She carried four 12-inch, four 9.2 inch, and ten 6-inch guns.)

INCIDENT OFF SWEDISH COAST.

SWEDISH WARSHIPS AND GERMAN TORPEDO-BOAT.

MALMO, January 9th.

The Wilson liner *Gitanas* was chased within Swedish territorial waters by a German torpedo-boat, which attempted to capture her. Two Swedish torpedo-boats interfered and forced the German warship to sheer off.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

ENEMY AEROPLANES ACTIVE.

PARIS, January 10th.

A communiqué states that on Saturday morning aeroplanes bombarded the Allies' cantonments in the vicinity of Salonika. Insignificant damage was done, and our artillery brought down one of the aeroplanes.

REPRISALS FOR SALONIKA ARRESTS.

ENTENTE SUBJECTS INTERNED.

AMSTERDAM, January 9th.

As a reprisal for the arrest of Consuls at Salonika, Turkey has ordered the arrest of the Anglo-French officials who were left in charge of the Embassies. As a reprisal for the arrests of other Turks at Salonika, 1,000 subjects of the Entente Powers have been interned.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY ATTACKS REPULSED WITH CONSIDERABLE LOSSES.

PETROGRAD, January 10th.

A communiqué states:—The enemy attempted to recapture Czartorysk, but was twice repulsed with considerable losses. Our troops definitely expelled the enemy at various points on the east bank of the Strypa.

The prisoners we took on the 7th inst. north-east of Czernowitz totalled 1,195.

GENERAL.

[THROUGH REUTER'S AGENCY.]

NO CONFIDENCE.

SIR JOHN SIMON ASKED TO RESIGN.

LONDON, January 9th.

The General Committee of the Leyton Liberal Club has passed a resolution requesting Sir John Simon to resign his seat for the Division as he no longer has the confidence of the constituency.

IRISH JOURNALISTS TOUR THE TRENCHES.

LONDON, January 9th.

Reuter's correspondent in France says that a representative party of Irish journalists are touring the trenches, especially the portions held by their countrymen. The party includes representatives of papers which, from both sides, to August, 1914, bitterly preached Civil War, but are now animated with a single idea how to beat the Boches, and a determination to let the people of Ireland know the magnificent devotion of the whole Army.

GERMAN SOCIALISTS AND WAR CREDITS.

AMSTERDAM, January 9th.

The Committee of the German Socialist Party passed a resolution on the 28th ult. denouncing the members who opposed the War Credits on the 24th ult., and repudiating the *Vorwaerts* as the party's organ.

BAN ON THE "ZUKUNFT."

AMSTERDAM, January 9th.

The publication of Herr Max Harden's paper, the *Zukunft*, has been prohibited for the length of the war.

PEACE PILGRIMS' PROGRESS.

LONDON, January 9th.

The Ford Peace Party has arrived at The Hague. Mr. Ford telegraphed that his health is improving, and he hopes soon to join his party in Holland.

THE YOUNGSTOWN RIOTS.

NEW YORK, January 9th.

Three regiments are maintaining order in Youngstown. The loss caused by the strikers is estimated at a million dollars.

[HAVAS SERVICE.]

DECORATIONS FOR ALLIED OFFICERS.

On recommendations made by General Joffre, the French Government has appointed General Mahon, Commander-in-Chief of the British forces at Salonika, Grand Officer of the order of the Legion of Honour; General Sarraill has been awarded the Grand Cross of the Legion of Honour; and General Bailloud, the Military Medal.

B. I. BOAT'S NOVEL EXPERIENCE.

The B.I.S.N. Co.'s steamship *Durand* from Bombay, which arrived at Calcutta from Basra via Karachi on the 10th inst., had a curious experience on going up the harbour. The ship's speed was suddenly reduced. The third officer on going forward found a large fish of the skate or stinger variety transfixed by the bows and stuck fast. A hook was driven into its carcase but owing to its great weight it was found impossible to dislodge it until the vessel was berthed in Victoria Dock. The fish measured 14 feet and is estimated to weigh upwards of a quarter of a ton. It had a pointed head with eyes practically on top and a formidable mouth measuring about 2 feet wide. The incident created much commotion amongst the passengers. The carcase was towed out of the dock the next afternoon when a large crowd gathered to witness the novel sight.

A FORTUNE UNDER FIRE.

Mr. H. Warner Allen, representative of the British Press with the French armies, in a long despatch descriptive of the shell-shattered city of Arras, declares that of its 25,000 inhabitants, perhaps 800 remain in the place. There is not a single house, he says, that has not received its shell. The writer tells a story of a wealthy resident who, when driven out of Arras, buried under a tree in his garden £20,000 in notes and stocks and shares. Later he returned to dig for his treasure. He dug and dug, and still his spade did not strike the leaden chest in which he had hidden his fortune. Perpiration poured down his face, he tore his hair and bewailed his fate, quite regardless of the fact that the Germans had begun to bombard the town with exceptional violence. Then suddenly he looked up, seized the spade and began to dig madly under another tree. A minute or two later his efforts were rewarded, and he brought to the surface the still unopened chest. In the excitement of the moment he had forgotten the tree under which he had buried it!

GERMAN WOMEN AND THE WAR.

[BY FRANÇOIS GRIBBLE.]

NO UNANIMITY OF SENTIMENT.

He is a rash man who undertakes to generalise about women. The Germans have done so, picturing all their women as willing to suffer hunger for the sake of glory, eager to help in war work, and proud to sacrifice their male relatives to the satisfaction of the Kaiser's ambitions; but that picture simply is not true. The women who belong to the officer caste are, perhaps, on the whole, true to their traditions, but they only constitute a minority. Of the rest it would be truer to say that the women who profess themselves willing to suffer hunger are the women who are not hungry, and that the others smash the windows of the bakers' shops, upset the barrows of the coster-mongers, and pelt extortionate butter merchants with pats of their own butter.

THE CROWN PRINCE.

The official view, at the beginning, was that the war had the cordial support of all the German women except Rosa Luxemburg, whom a paternal Government had placed under lock and key. I was living at that time at Vianden, within a mile of the German frontier, and there was no such unanimity of conviction among the German women who resided in or visited our village. Some of them were very cock-sure, looking forward to the annexation of Belgium and a part of France, and expecting to see the German Emperor crowned Emperor of Europe; others saw in the war only a catastrophe to cry about. One of those who wept was the wife of a landed proprietor in the neighbourhood, another was a maid-servant. The former attributed all the suffering which had overtaken the world to the wickedness of the Crown Prince, and vowed with streaming eyes that it was a scandal that German blood should be poured out like water to please a person of his abandoned character. The latter was very bitter, not only because she had lost her fiancé in the fighting, but because of the bald and brutal manner in which his death had been announced to her. Her own letter had come back to her with the words *gefallen* stamped across it with a rubber stamp.

Contradictions of that sort baffle all attempts at generalisation; and the stories which one heard of the attitude of the German women towards their enemies were equally conflicting. Some of them were intensely bitter, others lost no opportunity of showing kindness. A man showed me a letter in which one of them had expressed her delight at the announcement in a newspaper that the British civilians interned at Ruhleben were to be given only just sufficient food to keep body and soul together. I knew of another case in which a German woman, married to an Englishman, tried to persuade her husband to join the German Army, and when he did not join it, deserted him for a Prussian officer. But that is only one side of the picture; it has also another side. I knew of cases in which German girls betrothed to English prisoners have quarrelled with their families rather than give up their lovers. I have heard the German wives of Englishmen declare that the cruelty with which Germany was waging war had disgusted them with their country for ever.

MERCY AND VON RISING. Moreover, as individual women differed from each other in the tone they took, so also did groups of women. There were women engaged in Red Cross work who refused a cup of coffee to British prisoners at railway stations; there were women who gazed at the prisoners behind their barred wire at the notorious Semmlager. On the other hand, a man who was most abominably treated told me that his gaoler's wife cried for him when he was brought into prison and insisted upon entertaining him at tea before her husband definitely locked him up; and I have before me a proclamation issued by the notorious von Bissing denouncing German women for giving prisoners chocolates and cigarettes, and protesting that these ill-considered proceedings showed that they did not possess "true German souls." In short, there is no unanimity of sentiment; and one is not surprised to find that German women have now begun to squabble in print over the question whether the war is really a good thing for Germany.

The protagonists in the dispute are Frau Ellen Pasche and Frau Franziska. The former lady is the sister of the German champions of women's rights. She wants all the able-bodied women in Germany to be enlisted in a special Landwehr. She is not only in favour of the war, but she has committed herself to the opinion that the longer the war lasts the better. "We Germans," she writes, "needed to break with a number of bad habits which we had taken into through our comfort and our enjoyment of life. A long war will accomplish that result for us more thoroughly than a short one. . . . It is a lasting gain for the unity of our people that south and east and west and north should have to join in defending that unity with their blood. Only a long war can thus educate and intensify our sentiments."

But Frau Ellen Pasche will not have it so. "How is it possible," she asks, "that a woman can have so hard a heart? How is it possible that a woman can tell us that we are living so comfortably that only prolongation of the war can save us?" Can it be, she continues, that Frau Franziska has lost no relative, no lover, no friend for whom she weeps, if so let her thank God, but let her also turn her eyes to the future? "You women who have given your dearest, your mothers who have lost your only son, or all your sons, your sisters who will never again see a loyal brother standing by your sides, think of the future: Are we young women who have bright young children playing round us to sacrifice them too in twenty years' time? It must not be. . . . Or are women to bear children, merely as food for powder? That also is hard to admit. German women must now bear many children to fill up the gaps that have been made; but not for war—no, for an eternal and blessed peace. And so I say—"

No half-heartedness! Think of all that you may have to lose in twenty years' time. . . . and you who have nothing more to lose, because the war has taken everything from you, think of us and help us younger women that we may be spared such tears and lamentation in the years to come."

Such are the two voices. Which is the true voice? That is what time will show; but we do not need time to tell us which is the more womanly. —Daily Graphic.

STREAM OF RECRUITS.

IN KHAKI WITHIN AN HOUR OF JOINING.

Since Lord Kitchener made his first appeal for half a million men, Aldershot has seen nothing like the steady stream of recruits which flows down daily by way of the L. and S.W. Railway. Nor has it seen anything like the same type of recruit since the first call brought the flower of the Empire's manhood flocking to the colours. The drill sergeants have been wont to believe that with that first batch they had the pick of the basket. They are modifying their opinions to-day.

"Why they have not come forward before," said an old warrior with half a dozen ribbons on his breast, "is best known to themselves; but, by gosh, the men we are getting now are worth the having." One cannot say decidedly that every military centre is being inundated in the same fashion, but as a rule one can judge the state of the regimental depot, says the London Star, by the overflow that is diverted to Aldershot and the permanent flooding of the garrison implies apparently swollen currents elsewhere.

A COMPARISON.

The reception awaiting the new recruit to-day is very different from what it was, say twelve months ago. There is usually no profit in distorting the past, but for the sake of comparison it may do to recall some of the grievances and even hardships which the overwhelming response last autumn imposed upon patriotic recruits. Shortage of food and barracks accommodation were admitted, while an appeal for blankets spoke to a similar scarcity of bedding. But what perhaps nettled the new men more than these privations was the relatively minor inconvenience imposed by the impossibility of procuring uniforms.

To-day, one meets a swarm of civilian-garbed recruits coming away from the railway station at 4 p.m., and an hour later the same men, clad in khaki, are soon making their way back to the station, with their civilian suits parcelled for despatch to their several homes. It is worth watching this transformation of civilian into soldier. The new arrivals, in charge of a non-com, are marched straight to their regimental stores, for the regiment has been apprised of their coming and has everything in readiness. The recruits are drawn up in line, and an orderly bearing a pile of kit-bags, passes along the line, giving one to each man.

FILLING THE KIT-BAGS.

Then come further orderlies with "house-wives," brushes, knives and forks, and boots, caps, great coats, tunics, trousers, and under-wear of the various sizes required. In less than half an hour all the kit-bags are filled, and the men are marched to their quarters, where tea awaits them. This meal is despatched hastily, for before the detachment can be dismissed the men have to draw pallasses and fill them with clean straw, take over a bed-cot, and change into regimentals. Long before the last stage is completed they have been interviewed by the secretaries of the various sports clubs.

"Play football?" asks a sergeant of a hefty six-footer, whose rippling muscles he stands in the costume of Eden delight the non-com's eye.

"A bit, but not just lately."

"Whom did you play for?"

"The Villa reserve, last season, but I should have had a trial with the first team this year at centre-half."

"My hat!" gasps the delighted sergeant, and rushes off to manoeuvre the newcomer into his own platoon before any other marauding football secretary captures him.

That is another phase of the recruits' life which was noticeably absent 12 months ago. Then there was neither time nor thought for sports or athletics. Commanding officers and company officers were too much concerned with the feeding and equipment—not to speak of the training—of their men to trouble about their recreations. But to-day that is all altered.

No matter what a man's hobby, he will find means and encouragement to follow it. If he is a cricketer, although the season has ended, he will be dragged into the bomb-throwing competitions. Should his talents be of the vocal order, the regimental glee club will adopt him. Is he an amateur wood-worker, there are openings for him in the pioneer's shop. Cross-country runner, footballer, boxer, swimmer, there are opportunities for him everywhere.

Not only is the War Office encouraging sport and recreation as a means to physical fitness, but it is also approving every attempt to introduce a sporting or recreative element into military training itself, and is thus preventing those stacks of nostalgia to which recruits were particularly liable even in peace time.

your sides, think of the future: Are we young women who have bright young children playing round us to sacrifice them too in twenty years' time? It must not be. . . . Or are women to bear children, merely as food for powder? That also is hard to admit. German women must now bear many children to fill up the gaps that have been made; but not for war—no, for an eternal and blessed peace. And so I say—"

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SPORT FOR WOUNDED OFFICERS.

IRRESISTIBLE INSTINCT TO DIVE FOR COVER.

The wounded home from the war are having a good time as soon as their convalescence is sufficiently advanced to allow them to enjoy themselves. In and around London there are motor rides for them without end, banquets for the Tommies, and various and elegant "parties" for the officers. And, meanwhile, as certain announcements record in the newspapers, Cupid is busy amid the tapestries and the cakes, and many a young officer who has lost an arm or a leg finds, not at all to his dismay, by the time he is able to take an interest in life again that he has lost his heart also.

In the country just now the soldier, halt or lame, patched and mended, is the centre of universal attention. He is made much of, fêted, and fed; and there is a very cheerful conspiracy among landowners and holders of game preserves to get him to come along and help to thin the ranks of pheasants. Of course, shooting this year over the coverts and among the roots of its pre-war organisation; as a serious, jealously cultivated art it no longer exists. It is more of a happy-go-lucky, go-as-you-please recreation.

In most of the shooting parties you will find the convalescent soldier taking part, most honoured of all the guests. He is given the best position "in the line," the ladies are eager to act as leaders for him, and everything possible is done to assure that he has a good time. He may shoot a bit wild at first, and the sense of freedom too, he finds very bewildering.

"I was out shooting the other day with a young lieutenant who was wounded at Ypres," said a well-known sportsman recently. "He was a crack shot in a peashooter drive—before the war—and I never knew anybody with such a neat hand among the snipe which means quick snap-shot shooting, a cool head, and balanced judgment. But Lieut., though he had completely recovered from his wounds, and is now, in fact, on his way back to business, made a very poor show in his day's shooting with me. We were walking through one of the avenues of a wood, and I noticed all the time that my companion was looking nervously to left and right of him and treading softly as a cat. Then suddenly he burst out laughing. 'I confess,' he said, 'that I have a mortal dread of trees since that affair at Givenchy, when the Germans let fly with their machine-guns out of the wood.'

"Then they came out into the open again and at the corner of the wood, barely 300 yards distant, half a dozen guns blazed away."

Lieut.—immediately dived for cover. The impulse was too strong, and though the lieutenant apologised for it afterwards, he qualified his apology by remarking that since the war begun he confessed to the strongest respect for the ostrich, which, he declared, was surely the wisest of all birds.

WAR SCENES AT SALONIKA.

GREAT DISPLAY OF MILITARY COURTESY.

A correspondent writes from Salonika: "It is early morning and already the sun is lighting up the summits of Mount Hortalah. The natives rise early; they devote little time to their toilet, except the wealthies. The people seem all to go barefoot and in rags, except on Sundays, when they turn out in fez embroidered Turkish jackets, in white, green, or red stockings, and felt slippers. "There are Jews and Mohammedans and amongst them a good many Greek villagers, who have been mobilised. They are dressed in black and white and look as if they were in half-mourning for a brother who has fallen or a province lost. They wear a black jacket and trousers with mother-of-pearl buttons, amidst which are visible neither garments of white linen or silk, wooden shoes with pointed prow and a black tuft at the end. They are the originals on which the uniform of the famous Euzones the Greek Rifles, has been copied.

"Rue Venizelos, near the harbour, runs along terraces crowded with cafés, which at night are glittering with light and noisy with talk and laughter. Officers, soldiers, civilians stand and read the last despatches, put up here and there, and pass on. It is impossible to read the soul of the people. General Sarraill has given orders to the French troops to salute the Greek; General Hamilton has done the same to the English. The Rue Venizelos sees a great display of military courtesy.

"Greek officers of all arms, in splendid uniforms, with all their decorations of the last two Balkan wars, are much in evidence. They talk loud, and salute in the German fashion. At nine o'clock sounds the curfew; then silence descend and darkness over the city and the camps; French and English patrols make the rounds of the deserted streets; the only sound one hears is the challenge of a sentry or the neighing of a horse; of strange and weird effect is the peal of bells in the French hospital, belonging to the Sisters of St. Vincent de Paul; the bells ringing every hour an Ave Maria Stella or Venite Adoremus amidst towering minarets, remind one of France.

"The Consul of Dedegatch told me that the order of mobilisation had produced amongst the Bulgarian people a feeling of profound consternation. They did not wish to fight the liberators, their brethren, the Russians. With all that the mobilisation was carried out in perfect order, but the ammunition was insufficient and the artillery had not been reorganised.

The *Gazette del Popolo* asserts that the Austrian prisoners now interned in Italy number 45,000, of whom 15,000 have been taken during the present offensive. According to conservative estimates, Austria has lost 300,000, of whom 60,000 are dead.

ENGLAND AND THE WAR.

VIEWS OF A HOME CORRESPONDENT.

A well-informed correspondent in England, referring to the German submarine menace in the Mediterranean, says:—They keep picking off stray ships, and will continue to do so, but as a serious means of aggression or a large scale the submarine menace is defeated. The way the Navy has accomplished this is perfectly marvellous. I have seen it stated on the authority of an American writer that we have accounted for over 80 enemy submarines. This may be too high, though I am not disposed to question it. I do know, however, that some time ago more than 40 had been captured or destroyed. This means a big loss of material to the enemy, as any one can see; but the loss in personnel is far more serious—it is, in fact, irreplaceable. It takes about two years to train a submarine crew properly. The German boats have been carrying double crews since the war started, the trained men forming the regular complement of the boat and men in training. Thus, every haul the British have made has wiped out or put out of action a body of efficient and also of half-trained men. You cannot make good losses on such a scale as this in the midst of a great war.

As regards the war generally speaking, there is now a decidedly more buoyant feeling in the country than was the case a month or two ago. Why this should be so I cannot say; nobody could give a satisfactory explanation. It is for people versed in the psychology (blessed word!) of a democracy to interpret—if they can. When the war was carried into the Balkans, thereby extending the area of the fighting, public opinion became pessimistic for a time. There was an idea that the Germans would ramp down to Constantinople and fix things up for themselves in a week or so. But it is now seen that it is not such an easy thing as it might appear to be by looking at a map. They certainly caught us and the Allies napping. For months there was the possibility—even the probability—that the enemy would try to break through in the Balkans. But very few men in this country believed that the Bulgarians would turn on Serbia like wild cat, and at the same time oppose Russia, to whom they owe their deliverance from the Turkish yoke. It seemed inconceivable that Bulgaria would come out on the side of the Turk—the age-long oppressor. However, the unexpected happened, as it has happened before in this war. The event found the Allies unprepared. Thanks to the heroic resistance of Serbia, which has delayed the German advance, time has been gained. The Hun will not have a walk-over by any means. And at the time of writing there is a prospect of Russia swooping across Rumania. If this should happen, the invaders will have their hands full, both Germans and Bulgarians. Now that the Balkan situation is seen more clearly the clouds of pessimism have dispersed, and the struggle in the Near East is seen in right perspective.

The game the Germans are playing is intelligible enough. Having failed in their first objective last year—to smash France, then turn and pulverise the Russians—they want to get hold of as much territory as possible and hold on to it. They will use their conquest of land and cities as something to barter with. But this assumes a desire for peace on the part of the Allies in the near future, and as regards this there is not the slightest manifestation. On the contrary, the determination to fight the enemy to a finish is as strong now as a year ago. It is going to be a war of exhaustion, and the side which can play wins. I think there will be no difficulty in coming to a conclusion whether the Allies or the Germans are the better equipped for a war of endurance. The Allies are incomparably superior both in the number of men they can command, and also in money and other resources.

A few days ago I met a man who had just seen the managing director of his Company who had been in and out of Germany within the previous week. The internal condition of the country is in a really bad state. People are on the verge of starvation; it is in Berlin and some of the larger towns that food is readily obtained. The poor are in a condition bordering on starvation. They are keeping body and soul together on a diet of potatoes which is the main article of diet. You hear nothing these days about the wonderful German "organisation" and "efficiency" about which so much "blather" appeared in the papers in the early days of the war. No doubt Fritz is a patient, plodding fellow, and he can prepare very completely for the task before him if he knows what it is; but if he has done well so far in the great upheaval, do not forget that he was preparing for this war for 40 years. Musty professors at Oxford and Cambridge, whose minds had become benumbed with German literature, created the popular belief that the Germans were more brainy than ourselves or the French, and the penny press helped to spread the illusion; but it is all moonshine. We were not prepared for the war, yet we have more than held our own, and there is no doubt that the ultimate victory will rest with us. This is not a pious opinion, or mere patriotic sentiment, but is the reasoned conviction of men who have access to the best information as regards the whole theatre of war.

A railway director tells me that the railways of England have been warned that they must be prepared to carry sixty million tons of ammunition between now and the end of March.

There will not be any big move on the Western front until the Spring, so it is said in London, so patience is the word until then.

GENERAL GALLIENI.

THE FRENCH WAR MINISTER.

Rumour, which is as lying a jade in France as elsewhere on this globe, said that Joffre, the Commander-in-Chief, and Gallieni, the new Minister of War, were far from being friends, and, consequently, there were those who predicted that when Maitre Millerand walked out of the War Office and General Gallieni walked into it things would not go at all well. Now these lugubrious people have had to eat their words (if so be that they remember what they said yesterday), for Joffre and Gallieni have met in the sanctity of the Minister's Cabinet in the Rue St. Dominique—and embraced! The accolade between such men signifies the death of any disagreement and the birth of a vital entente.

And, indeed, it is only fitting that, quite apart from their functions—the greatest that can be exercised at this hour—they should understand one another. They are Colonials, both of them; both engaged in that fascinating métier of Empire-making. It was there that they learned those secrets of dominance and those methods of application and reasoned and intelligent conquest which have resulted in their own formation as supermen and in the formation of that France overseas which is one of the glories of the Republic. Gallieni, at the distant period to which we allude, was Joffre's superior, and, in the whirligig of time, he became Joffre's subordinate when he co-operated in the Battle of the Marne and threw the Paris Army against von Kluck when the latter foolishly turned his flank to the capital in his mad chase after the British Army, which drew him to his defeat.

GOVERNOR OF MADAGASCAR.

Gallieni was Governor of Madagascar when Joffre, as Colonel of Engineers, was building the naval defences of Diego Suarez, at the extremity of the island. Those were the days when there was no question of an entente between England and France; indeed, feeling was high—so high that Joffre's mission had something to do with a fear that England meant to make a raid on the island as a rejoinder to French comment on her reverses against the Boers. It would be ungrateful to insist. In any case Gallieni, from his official chair of professorial looked over to Africa and remarked, with the eagerness of the soldier-student, the brilliant tactics of Roberts and the slow, remorseless organization of Kitchener. In his own temperament he seems to resemble the two. He is certainly brilliant, and he is just as certainly methodical. One can imagine that he revived these times when he entertained the British Minister of War at lunch on his last visit to Paris.

The advent of the General-Administrator to the Ministry of War was accompanied by a series of reforms which has set the town talking—that town that loves a haul, and is ever ready to attribute god-like qualities to its favourites. To Gallieni it attributes implacable hatred of the firebrand soldier. He has thrust him out into the wilds to draw a sword for France instead of a pen across paper. "Leave that to the women," he says, "and to those who cannot bear arms." He is employing women for the first time as secretaries and typists at the Ministry, and even the elderly janitors, growing grey in the service, have been sent as Territorial Reservists to the depots where, for the rest of the war, they will guard points on railways and stand beneath draughty bridges. *Pour encourager les autres*, the General has degraded an officer whose unmilitary instincts led him to drive a superior motor-car. He was but a Territorial officer, but this military of a minister intends to strike high or low those who offend against the majesty of this new law known as the "Loi Dalbiez," which is the death-warrant of the *embusque*, or shirker.

SPEEDING-UP MACHINERY.

The Minister is re-forming his Department in other ways. He has introduced the telephone in that old-fashioned institution, where precious time was lost in the mechanical processes of transmitting orders. Administrative machinery is to be quickened up, red tape is to be allowed no longer to coil itself, like "serpentina," in a carnival, about the limbs of human energies. No doubt this activity at headquarters will diffuse itself through every pore of this vast organism. The windows are open: fresh air will blow through many places, and in the strengthening breezes will be found renewed health and awakening zeal. Paris, certainly, has taken the new Minister to its heart; his portrait is everywhere. For the moment he seems to challenge the popularity of Joffre himself. Notwithstanding the similarity of their achievements, the two leaders differ essentially in temperament. The Minister is much more Latin than the other—perhaps because of his Italian name—more given, no doubt, to that popular appeal which is quite foreign to the other's sober and steady character. The two should work together well in harness; the one a little showy, inclined to like the drink of spurs and sword, and yet admirably cool and courageous in command; the other shunning the crowd, holding the interview in horror: a silent, unemotional worker judging every deed and word by its effect in the great cause of national liberation. —*Pall Mall Gazette*.

THE ENEMY'S NEMESIS.

EUGENIST AND THE HEAVY INFANTRY DEATH-RATE IN GERMANY.

Addressing a meeting held in connection with the Women's League of Service at Sunderland House, London, Dr. Saleeby stated that the death-rate among infants in Germany was double what it was here. The nation which boasted as Germany did, that she was prepared to lose her manhood in the progress of the war, and yet neglected her children to such an extent, was certain to meet her Nemesis at the finish.

"DEBOUT LES MORTS!"

THE STORY OF LIEUTENANT PERICARD.

MIRACLE OF A TRENCH.

An episode which is already among the classic stories of the war stands revealed in a new and remarkably interesting light in an article which M. Maurice Barres, the well-known French writer, contributes to the *Echo de Paris*.

The episode referred to, perpetuated today in thousands of prints and drawings, was briefly as follows:—The Germans had swarmed into a certain French trench and broken down the resistance of the defenders, whose bodies covered the ground. Suddenly a man rose and, seizing a sack of grenades which lay within his grasp, shouted "Debout les morts!" (Up with you, dead men!) At this summons the wounded in the trench made a supreme effort, and staggering to their feet drove the enemy out.

The hero of the affair is Lieutenant Pericard, a man of 38 whose hair is already white. "My section was ordered," he says, "to attack a German trench. It was a stiff fight and we had many killed and wounded. But we held the trench and I experienced a great exaltation of spirit. I felt that life was extraordinarily intensified and I had a laugh on my lips. On two occasions a torpedo knocked me over, covering me with earth and wreckage, and I picked myself up laughing as if at a good joke."

A little later he was in the thick of things again. "I am suddenly conscious," he continued, "of the precariousness of my fate; my exaltation abandons me; I am afraid. I throw myself behind a heap of sandbags. Only a soldier named Bonnot remains. He is untroubled and fights on like a lion, one against how many?"

"I recover myself, shamed by his example. Shall I go to see what is happening? I hesitate and then sharply decide."

"The trench is full of French dead; there is blood everywhere. At first I go carefully, with little assurance. I, alone with all these dead! Then, little by little, I pluck up courage. I dare to look at these bodies, and to me it seems that they are looking at me. From our own trench behind me watch me with eyes of fear, in which I read: 'He is going to his death.'"

"Sheltered in their redoubt trenches, the Boches are redoubting their efforts; their bombs are tumbling down and the avalanche is rapidly approaching. I turn towards the extended corpses. I think, 'Their sacrifice, then, is to be of no avail; they will have fallen in vain.' A sacred fury gripped me. I have no recollection now of my exact actions or words. All I know is that I shouted something like this: 'Oh, there! Up with you! What are you doing on the ground there? Get up and let us go and kick these pigs out of it!'"

"Debout les morts! A touch of madness? No, for the dead answered me. They said to me, 'We follow you.' And, rising at my call, their souls mingled with my soul and made of it a great incandescent mass, a wide river of fused metal. There was nothing now that could astonish or stop me, I had the faith that moves mountains. I feared nothing any more; I felt myself master of my destiny."

"What happened then? I have simply a vague impression of a disorderly offensive in which, always in the front rank, Bonnot stands out. For myself, I retain the impression of having had in an abnormally tall and bigger frame, the body of a giant, with superabundant and limitless vigour, and an extraordinary facility of thought which enabled me to have my eyes in ten places at once, to shout an order to one while dominating another by a gesture, to fire a rifle and at the same time protect myself from a threatening bomb."

"Twice we ran short of bombs and twice we found, at our feet, sacks full of them, mingled with the sandbags. We had moved about over them all day without noticing them. But it was, indeed, the dead that had put them there."

"At last the Boches calmed down: we were able to consolidate our barrier of bags. We again found ourselves masters of this corner. All the evening and during several of the succeeding days I retain the religious emotion which had seized upon me at the moment of that summons to the dead. I felt something like that which one feels after a fervent Communion. I understood that I had lived through hours which I should never experience again; during which my head, by a rude effort, having burst through the low ceiling, had risen into high mystery, amidst the invisible world of heroes and gods." —*Central News*.

IRISH SOLDIER AND PRUSSIAN GUARDS.

In one of the Irish regiments training near London there is current a story of an English officer who, in the recent fighting at the front, suddenly found himself face to face with seven soldiers of the Prussian Guard. He whipped out his revolver, and they at once threw up their arms in token of surrender. Then he noticed that they were without weapons, and at the same moment there appeared from somewhere in the background an Irish soldier, who said to him: "My prisoners, sorry!" How did you manage it?" said the astonished officer. "Well, you see, it was like this, you know," replied the Irishman. "Me and Pat Murphy took fourteen of them and we agreed to divide them between us. Then one of them, the blackguard, turned upon Pat and killed him. So I polished off Pat's lot. This is my lot, sorr."

HOW 5TH CAMERONS FOUGHT AND FELL.

LOCHIEL'S TRIBUTE.

Lieutenant-Colonel D. W. Cameron of Lochiel, commanding the 5th Battalion Cameron Highlanders, during his recent short furlough at Achinacree gave some details to a correspondent regarding the valiant part played by the 5th Camerons in the notable advance made in France, reaching our objective, began Lochiel, "was with the Seaforths on our right and we started our advance at 6.40 on the 25th, the two local Inverness-shire companies being in the front line. We had to cross a long open ridge, which was subjected to a heavy enfilading rifle and machine gun fire from the left, and when headquarters came up it was found that line after line of our men were simply mown down. The men faced the order bravely, and when the remnants had been gathered together we succeeded in reaching our objective, where we found a few of our lot who had come up on the left of the Seaforths."

"The place we were ordered to hold was about 1,300 yards in front of our lines. Our left was 'in the air' the whole day, and the only thing which prevented the Germans getting in behind us was the action of our machine gun sergeants, who most heroically defended our left flank from our position in rear. A battalion of the Black Watch came to our aid in our support, but they too, considerably thinned. These were moments which can never be forgotten, and undoubtedly will tend to bind closer the very friendly ties which have always existed between the Camerons and the Seaforths. Defending what we had taken, we remained on here until we were relieved by another Brigade early the following morning."

"On the 26th we remained in our trenches all day, but on the afternoon of the 27th the battalion was ordered again to charge to reinforce the Brigade in front of us who were being hard pressed by the Germans. This last charge was probably the finest thing a battalion has ever done, because the ranks, enormously attenuated in the action of the 25th, had on this occasion to go forward with few officers to lead them. As it was, they went forward out of their trenches as though nothing had happened in absolutely perfect alignment as if on parade."

"This charge having had the desired effect, the battalion was withdrawn into billets early the next morning. It was addressed by Sir John French, who thanked us for what we had done; but what pleased him most was the words used by the Brigadier when he said that 'the 5th Camerons had been down during the whole war, nothing finer had been seen than the advance of the Camerons through that bullet-swept zone on the morning of the 25th.'"

"To me," continued Lochiel, "it was at once the saddest and the proudest day of my life. I do not suppose any Commanding Officer ever, in the annals of the British Army, had better or braver men to serve under him, and Inverness-shire may rest absolutely contented that the Highlanders of the 5th Battalion proved themselves in every way worthy of their gallant forefathers. In saying this, I do not underrate the part played in the advance by the Highland Brigade as a whole, and when the story comes to be written, the country will doubtless learn how valiantly each unit fought."

"Instances of personal bravery in my battalion are far too numerous to recount, but two might be cited as examples. A lance-corporal, finding the telephone connection between the Brigadier and myself cut, climbed to the top of a steep heap to get into visual communication. Here he went on waving his flag amid a perfect storm of bullet-fire, until finally a shell found him and he fell. He was a piece of his kit and his notebook."

"Another corporal did yeoman service as a bomb-thrower. The German bombers were coming along a trench, and owing to the presence of snipers it was, courting death for our men to get out of the trenches to check them. The corporal in question, however, volunteered to go, and, taking up a bag of bombs, he managed to get near to the parapet of the enemy trenches, and continued to throw the bombs down on the Germans. While so occupied he was exposed to fire from all directions, but he succeeded in driving back the bombers until he himself was wounded."

A GERMAN WHO DIED FOR ENGLAND.

NATURALIZATION OF BRAVE MAN'S WIDOW.

After the death at Messines in October, 1914, of Squadron Sergeant-Major H. W. Baker, 11th Hussars, who had served for 19 years in the British Army, it was discovered that he was a German, and subsequently the Home Office, granted a certificate of naturalization to his widow, Mrs. Joan Mowat Breadalbane Sutherland Baker, of Godalming.

Mrs. Baker was born at Loch Fyne in Argyllshire, but her marriage made her a German and, according to the law, an "alien enemy." It was only after her husband had been dead eight months that a discovery that he was a German was made. It then became necessary for Mrs. Baker to register and she also forfeited her pension. Now her nationality has been restored together with errors of pension. Mrs. Baker learned her husband's nationality through reading in a newspaper that a Mr. Leibold, a German, had been presented for failing to register. It was stated that Mrs. Leibold had a son, a Squadron Sergeant-Major in the British Army, who in the name of Baker, had served in the 11th Hussars and had been killed in action. Mrs. Baker afterwards found that her husband was brought to England by his mother before he was three years old. He always appeared to dislike anything German; he even objected to his little girl having toys marked "made in Germany." He was killed while taking a message from his squadron headquarters. In record of his death the regimental magazine stated that he was a fine type of soldier, a capable N.C.O., a crack shot with rifle and revolver, and a splendid horseman and swordsman.

SHIPPING IN PORT.

STAMERS.

CAMILLE, British str., 3,740, J. Roberts, 29th December—Singapore 18th December, Bulk Oil—Asiatic Petroleum & Co.

CHUSAN, British str., 1,337, Robertson, 9th January—Bangkok 28th December, General and Rice.—Butterfield & Swire.

EASTERN, British str., 2,279, F. Carter, 9th January—Melbourne 7th December, General.—Order.

GLENTALLOCH, British str., 1,424, S. Mackenzie, 4th January—Amoy 3rd January.—Order.

HAITAN, British str., 1,183, J. H. Thomson, 8th January—Amoy 7th January, General.—Douglas LaPraik & Co.

HALDIS, Norwegian str., 1,063, A. Sweet, 2nd January—Nanta Bay 20th December, Salt.—Java-China-Japan Lijn.

HANOT, French str., 743, F. Morvan, 8th January—Haiphong 3rd Jan., General.—A. R. Marty.

HOIHOW, British str., 880, R. Ritchie, 9th January—Shanghai 5th January, General.—Butterfield & Swire.

HEINCHANG, Chinese str.,—Wm. Munro, 5th January—Shanghai 2nd January, General.—Order.

HYSON, British str., 4,922, G. Moir, 31st December—Singapore 25th December, General.—Butterfield & Swire.

JACOB, Dutch str., 2,988, T. Baueu, 4th January—Singapore 28th December, General.—Order.

KANSA, British str., 1,047, George McCurtion, 1st January—Singapore 23rd December.—Order.

KATHLAMBA, British str., 4,103, C. J. Smith, 7th January—Manila 4th Jan., General.—Sheewan, Tomes & Co.

KWANGSHI, British str., 1,223, W. Barkus, 8th January—Wuhu 30th December, Rice.—Order.

KWINANA, British str., 2,129, J. Rodger, 3rd January—Freemantle 11th December, Sandal Wood.—Order.

NATICA, British str., 3,494, G. E. S. Braumston, 3rd January—Tsingtau 27th December, Ballast.—Asiatic Petroleum Co.

NICHIMARU MARU, Japanese str., 1,033, S. Mibi, 30th December—Mitsui Bussan Kaisha, Coal.—Mitsui Bussan Kaisha.

NINPO, British str., 1,228, Culloch, 1st January—Swatow 31st December.—Butterfield & Swire.

PENANG MARU, Japanese str., 3,261, Kushiiki, 8th January—Moji 31st January, General.—Nippon Yusen Kaisha.

PERUMPHEN, British str., 1,065, Bird, 26th December—Saigon 20th December, Rice.—Chinese.

SUNGRANO, British str., 937, J. Robinson, 7th January—Haiphong 1st January, General.—Butterfield & Swire.

TACOMA MARU, Japanese str., 3,844, T. Hatakeyama, 1st January—Haiphong 30th December, Rice.—Order.

TAIYO MARU, Japanese str., 1,830, T. Furuta, 30th December—Tsingtau 19th December, Coal and General.—Mitsui Bussan Kaisha.

TEIRANAS, Dutch str., 2,800, De Lange, 6th January—Moji 1st January, Coal.—Java-China-Japan Lijn.

TEIRONAS, Dutch str., 2,853, E. H. Kroes, 7th January—Java ports.—General.—Java-China-Japan Lijn.

TONGHONG, British str., 1,312, F. J. Prynn, 8th January—Saigon 3rd January, General.—Order.

TOYORA MARU, Japanese str., 1,426, Shimizu, 3rd January—Wakamatsu 28th December, Coal.—Mitsui Bussan Kaisha.

VAN SPILBERGEN, Dutch str., 1,006, D. de Weerd, 7th January—Singapore 30th December, General.—Java-China-Japan Lijn.

WUHU, British str., 1,230, Geo. Wake, 29th December—Chefoo 21st December, General.—Butterfield & Swire.

YEE MAU, Japanese str., 1,393, Matsunoto, 6th January—Chingwantao 31st December, Coal.—Dodwell & Co.

YOCOW, British str., 1,208, Somme, 21st December—Swatow 30th December.—Butterfield & Swire.

WEATHER REPORT.

On the 10th at 10.50 a.m.—A somewhat deep depression lies to the east of Hokkaido. Pressure is nearly stationary in southern district. It has increased considerably over north-east China, and moderately over south China, under the influence of a strong anticyclone, which is now central to the north of the Yangtze Valley.

The pressure gradient between Hokkaido and China is very steep. Strong monsoon may be expected along the east coast of China, and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.13 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District. Forecast. N.E. winds, fresh, cloudy, colder; some drizzling rain.

Hongkong & Neighbourhood. N.E. gale.

Formosa Channel. N.E. gale.

South Coast of China between the same as Hongkong and Lascrocs. N.E. 1.

South coast of China between East winds, Hongkong and Hainan. moderate.

CHINA COAST METEOROLOGICAL REGISTER.

10TH JANUARY A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Wind.
Vladivostok	6 a.	29.39	—	—	—	—	NSW 4
Nemuro	6 a.	29.39	—	—	—	—	W 1
Hakodate	6 a.	29.76	—	—	—	—	W 1
Tokyo	6 a.	29.76	—	—	—	—	W 1
Kobe	6 a.	29.76	—	—	—	—	W 1
Nagasaki	6 a.	29.76	—	—	—	—	W 1
Kyogohima	6 a.	29.76	—	—	—	—	W 1
Osaka	6 a.	29.76	—	—	—	—	W 1
Naha	6 a.	29.76	—	—	—	—	W 1
Shimonoseki	6 a.	29.76	—	—	—	—	W 1
Choshi	6 a.	29.76	—	—	—	—	W 1
Wakatsuki	6 a.	29.76	—	—	—	—	W 1
Hankow	6 a.	29.76	—	—	—	—	W 1
Ichang	6 a.	29.76	—	—	—	—	W 1
Kiangtong	6 a.	29.76	—	—	—	—	W 1
Shanghai	6 a.	29.76	—	—	—	—	W 1
Hangchow	6 a.	29.76	—	—	—	—	W 1
Swatow	6 a.	29.76	—	—	—	—	W 1
Taipei	6 a.	29.76	—	—	—	—	W 1
Tientsin	6 a.	29.76	—	—	—	—	W 1
Kobe	6 a.	29.76	—	—	—	—	W 1
Yokohama	6 a.	29.76	—	—	—	—	W 1
Manila	6 a.	29.76	—	—	—	—	W 1
Cebu	6 a.	29.76	—	—	—	—	W 1
Amoy	6 a.	29.76	—	—	—	—	W 1
Swatow	6 a.	29.76	—	—	—	—	W 1
Taipei	6 a.	29.76	—	—	—	—	W 1
Tientsin	6 a.	29.76	—	—	—	—	W 1
Kobe	6 a.	29.76	—	—	—	—	W 1
Yokohama	6 a.	29.76	—	—	—	—	W 1
Manila	6 a.	29.76	—	—	—	—	W 1
Cebu	6 a.	29.76	—	—	—	—	W 1
Amoy	6 a.	29.76	—	—	—	—	W 1
Swatow	6 a.	29.76	—	—	—	—	W 1
Taipei	6 a.	29.76	—	—	—	—	W 1
Tientsin	6 a.	29.76	—	—	—	—	W 1
Kobe	6 a.	29.76	—	—	—	—	W 1
Yokohama	6 a.	29.76	—	—	—	—	W 1
Manila	6 a.	29.76	—	—	—	—	W 1
Cebu	6 a.	29.76	—	—	—	—	W 1
Amoy	6 a.	29.76	—	—	—	—	W 1

SHIPPING

ARRIVALS.

ANNIE, British str., from Canton, 10th January.
 FEICHO, Chinese str., 904, A. B. Bains, 10th January—Shanghai 6th January—General—Order.
 KWONGSANG, British str., 1,432, W. F. Richard, 10th January—Shanghai 5th January—General—Order.
 KWANGLEE, Chinese str., from Canton, 9th January.
 SINKIANG, British str., 1,616, C. Williams, 10th January—Shanghai 6th January—General—Butterfield & Swire.
 SELUN, Norwegian str., 905, D. Hovender, 9th January—Bangkok 30th December—Rice—Thomson & Co.
 TALYVIRUS, British str., 6,521, F. W. Cullen, 10th January—Vancouver 25th November—General—Butterfield & Swire.
 TEAKMACHUS, British str., 1,350, A. Fraser, 10th January—Saigon 5th January—Rice and General—Order.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE
 January 10th.
 PENANG MAIL, Jap. str., for Singapore.
 SINKIANG, British str., for Canton.

DEPARTURES.

January 10th.
 ARAKAN, Dutch str., for San Francisco.
 HONDOU, French str., for Canton.
 HONGKONG, British str., for Amoy.
 KIANGPING, British str., for Penang.

PASSENGERS.

ARRIVED.
 Per *Kwangyang*, from Shanghai, for Hongkong, Mrs. Holmes and Mr. P. Loh.
 Per *Tatung*, from Vancouver, for Hongkong, Mr. A. Watson and Mr. A. C. Saehse.
 Per *Sinkiang*, from Shanghai, for Hongkong, Capt. French, Mrs. Simpson, and Mr. B. Glass.

VESSELS EXPECTED.

CANADIAN MAIL.
 The *Empress of Japan* left Vancouver on Saturday, the 1st inst., p.m., and is due to arrive at Hongkong on Sunday, the 23rd inst.
 The str. *Montague* arrived at Vancouver on Monday, January 3rd, p.m., leaves Vancouver to-day, and is due to arrive at Hongkong on Sunday, the 6th February.
 THE AUSTRALIAN MAIL.
 The str. *Changsha* left Port Darwin for Hongkong, via Manila, on 6th inst., and may be expected to arrive on or about 18th inst.
 MERCHANT STEAMER.
 The str. *Nongara* left Singapore for this port on the 6th inst., a.m., and is due here on the 13th inst., at about 2 p.m.

VESSELS ON THE BERTH

THE AMERICAN AND MANCHURIAN LINE.
 (ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)
 FOR BOSTON AND NEW YORK
 Via Cape of Good Hope
 (With Liberty to call at the Malabar Coast).

THE Steamship
 "KATHLAMBA"
 6,383 tons will be despatched as above on WEDNESDAY, 12th January, 1916.
 For Freight and further particulars apply to THE BANK LINE, LTD., Agents.
 Hongkong, 28th December, 1915. [102]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship
 "NOVARA"
 Captain H. B. Hetherington, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 14th January, 1916, taking Passengers and Cargo to the above Ports in connection with the Co.'s s.s. "ABARIA," in which "round" is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KATHLAMBA," due in London about the 15th Feb., 1916. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
 E. V. D. PARR,
 Acting Superintendent.
 Hongkong, 1st January, 1916. [1]

THE BANK LINE, LTD.
 FOR MOJI AND YOKOHAMA.

THE Steamship
 "SALAMIS"
 4,598 tons, Captain D. A. Gardiner, will be despatched as above on TUESDAY, 15th January.
 For Freight or passage apply to
 THE BANK LINE, LTD.,
 General Agents.
 Hongkong, 10th January, 1916. [162]

HONGKONG—NEW YORK.
 FOR NEW YORK VIA SUZUKI OR CAPE OF GOOD HOPE.
 S.S. "SKIPTON CASTLE,"
 about middle of the 29th January.
 S.S. "BEREMONT CASTLE,"
 about middle of February.
 For Freight and further information, apply to
 DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 3rd January, 1916.

VESSELS ADVERTISED AS LOADING

* ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island and Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	1 m.	H. B. Hetherington, R.N.R.	P. & O. S. N. Co.	On 14th inst., at 3 p.m.
LONDON	KANSAS	Brit. str.	1 m.	F. H. S. Stone	THE BANK LINE, LIMITED	On 15th Feb.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	KASHMIR	Brit. str.	1 m.	S. Wada	NIPPON YUSEN KAISHA	About 25th inst.
MARSHALLS, LONDON & VIA SINGAPORE, SO.	MASHIMA MARU	Jap. str.	1 m.	T. Homada	MESSAGERIES MARITIMES	On 13th inst., at Noon.
MARSHALLS VIA PORT.	ATLOS	Frech. str.	1 m.	K. Asakawa	OSAKA SHOSHIN KAISHA	To-morrow, at 5 p.m.
VICTORIA & TACOMA VIA SHANGHAI, SO.	TACOMA MARU	Jap. str.	1 m.		NIPPON YUSEN KAISHA	To-day, at 3 p.m.
VICTORIA & TACOMA VIA SHANGHAI, SO.	SADO MARU	Jap. str.	1 m.		NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MEXICAN, PERUVIAN & CHILEAN PORTS VIA JAPAN.	ANYO MARU	Jap. str.	1 m.		DODWELL & Co., Ltd.	On 11th Mar.
NEW YORK VIA SUEZ.	SKIPTON CASTLE	Brit. str.	1 m.		THE BANK LINE, LIMITED	On 29th inst.
BOSTON & NEW YORK.	KATHLAMBA	Brit. str.	1 m.		THE BANK LINE, LIMITED	To-morrow.
SAN FRANCISCO VIA SHANGHAI & JAPAN, SO.	CHITO MARU	Jap. str.	1 m.	W. Dixon Hopcraft	CANADIAN PACIFIC R. CO.	On 24th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, SO.	EMPEROR OF JAPAN	Brit. str.	1 m.	A. J. Bailey	NIPPON YUSEN KAISHA	On 2nd Feb.
AUSTRALIAN PORTS VIA MANILA.	MONTEAGLE	Brit. str.	1 m.	Takoda	NIPPON YUSEN KAISHA	On 13th Feb.
AUSTRALIAN PORTS VIA MANILA.	WIKKO MARU	Jap. str.	1 m.		SHIBATA & CO., LTD.	On 14th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA.	CHANGSHA	Brit. str.	1 m.	F. C. Gambrell	BUTTERFIELD & SWIRE	On 17th inst., at 11 a.m.
DELAGO BAY, DURBAN, EAST LONDON, & JAPAN.	CHANGSHA	Brit. str.	1 m.		THE BANK LINE, LIMITED	On 21st inst.
NAGASAKI, KOBE & YOKOHAMA.	YITONAS	Dut. str.	1 m.		JAVA-CHINA R. CO.	On 24th inst.
MOJI & YOKOHAMA.	HITACHI MARU	Jap. str.	1 m.	Tominaga	NIPPON YUSEN KAISHA	On 14th inst., at 10 a.m.
TSINGTAO, WEIHAIWEI, CHEFOO & DALNY.	SALAMIS	Brit. str.	1 m.	D. A. Gardiner	THE BANK LINE, LTD.	On 19th inst.
SHANGHAI	HANYANG	Brit. str.	1 m.	Puoket	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SHANGHAI	AIKUI	Brit. str.	1 m.	Eedy	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	CORDELLER	Frech. str.	1 m.		MESSAGERIES MARITIMES	To-morrow.
SHANGHAI	HONGKONG	Brit. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 4 p.m.
SHANGHAI	RYUKYU	Brit. str.	1 m.	C. Williams	BUTTERFIELD & SWIRE	About 15th inst.
SHANGHAI	MONSIEUR	Brit. str.	1 m.	R. P. Fry, R.N.R.	P. & O. S. N. Co.	On 16th inst., at D'light.
SHANGHAI	KWONGSANG	Brit. str.	1 m.	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 16th inst.
SHANGHAI	YUKI	Dut. str.	1 m.		JAVA-CHINA R. CO.	About 18th inst.
SHANGHAI	SARDINIA	Brit. str.	1 m.	J. T. Jeffery	P. & O. S. N. Co.	On 20th inst.
SHANGHAI	KIRIN MARU	Jap. str.	1 m.	Sasaki	NIPPON YUSEN KAISHA	On 25th inst., at 10 a.m.
SHANGHAI	MIYAZAKI MARU	Jap. str.	1 m.	Tanaka	NIPPON YUSEN KAISHA	On 16th inst., at 8 a.m.
SHANGHAI	TOKA MARU	Jap. str.	1 m.	Takano	NIPPON YUSEN KAISHA	To-day, at 2 p.m.
SHANGHAI	KAIJO MARU	Jap. str.	1 m.	Murakami	OSAKA SHOSHIN KAISHA	On 16th inst., at 8 a.m.
SHANGHAI	SOSEI MARU	Jap. str.	1 m.	A. Kobayashi	OSAKA SHOSHIN KAISHA	To-day, at 2 p.m.
SHANGHAI	HAITAN	Brit. str.	1 m.	J. S. Thomson	DOUGLAS LAFRANK & Co.	On 14th inst., at 3 p.m.
SHANGHAI	HAICHING	Brit. str.	1 m.	W. C. Pasmore	DOUGLAS LAFRANK & Co.	On 18th inst., at 1 p.m.
SHANGHAI	HAISUN	Brit. str.	1 m.	A. H. Stewart	DOUGLAS LAFRANK & Co.	To-day, at 4 p.m.
SHANGHAI	CHANGSHA	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 16th inst., at 3 p.m.
SHANGHAI	LOONGSANG	Brit. str.	1 m.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 3 p.m.
SHANGHAI	YUNSHANG	Brit. str.	1 m.	W. M. Mooney	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SHANGHAI	BOMBAY MARU	Jap. str.	1 m.	Torada	NIPPON YUSEN KAISHA	To-day, at 3 p.m.
SHANGHAI	FOOKSANG	Brit. str.	1 m.	C. J. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 3 p.m.
SHANGHAI	CHUNSHANG	Brit. str.	1 m.	C. J. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 1st Feb., at 3 p.m.
SHANGHAI	NAMSHANG	Brit. str.	1 m.	Glory	JARDINE, MATHESON & Co., Ltd.	On 1st Feb.
SHANGHAI	COLOMBIA MARU	Jap. str.	1 m.	Sakamoto	NIPPON YUSEN KAISHA	On 14th inst., at 10 a.m.
SHANGHAI	KIKUO MARU	Jap. str.	1 m.	Imamura	OSAKA SHOSHIN KAISHA	On 14th inst., at 8 a.m.
SHANGHAI	TAKEKAWA	Brit. str.	1 m.	Mansfield	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
SHANGHAI	HYUNSHANG	Brit. str.	1 m.	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 11th Jan. 3 p.m.
SHANGHAI	"HOUSANG"	Thursday, 13th Jan. D'light.
HAIPHONG	"TAIKANG"	Friday, 14th Jan. 8 a.m.
MANILA	"LOONGSANG"	Saturday, 15th Jan. 3 p.m.
SHANGHAI	"KWONGSANG"	Sunday, 16th Jan. D'light.
SINGAPORE, PENANG & CALCUTTA	"CHUNSHANG"	Saturday, 22nd Jan. 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"YUNSHANG"	Saturday, 22nd Jan. 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSHANG"	Tuesday, 1st Feb. 3 p.m.

RETURN TOURS TO JAPAN.
 The steamers "KUTSANG," "NAMSHANG," "LOONGSANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai on route for Japan, returning to Hongkong (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUNSHANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 12 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Oahu, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Umman, Jesselton and Labuan.

Telephone No. 215.
 For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.
 HONGKONG, 11th January, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

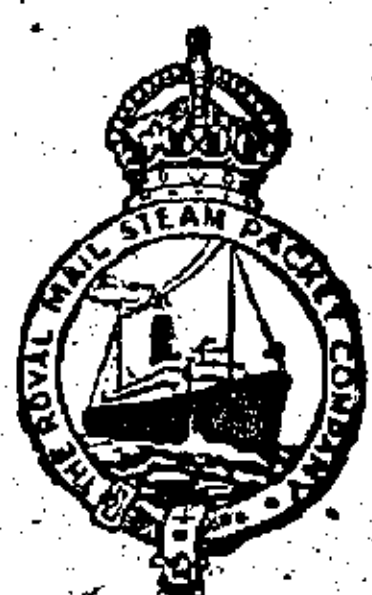
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215.

AGENTS.

Hongkong, 16th April, 1915. [24]



R.M.S.P.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215 Sub. Ex. 10
 Hongkong, 26th October, 1915.

CANADIAN PACIFIC RAILWAY

COMPANY'S STEAMSHIP LINE

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.

"MONTEAGLE" ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF JAPAN" ... 2 Feb. "EMPRESS OF ASIA" ... 20 APRIL

"MONTEAGLE" ... 15 "MONTEAGLE" ... 25

"EMPRESS OF RUSSIA" ... 22 MAR. "EMPRESS OF RUSSIA" ... 18 MAY.

"EMPRESS OF JAPAN" ... 5 APR. "EMPRESS OF ASIA" ... 15 JUNE.

For further information, Sailings, Guide Books, etc., please apply to

• Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK,

GENERAL TRAVEL AGENT, HONGKONG.

INDIAN AFRICAN LINE.

Cargo carried on through Bill of Lading from HONGKONG to BEIRA, DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING:

From Hongkong.

Connecting with

From COLOMBO.

24th January.

"GUJARAT"

18th February.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA!

S.S. "SALAMIS" PROPOSED SAILING

First Class Accommodation for Passengers.

Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For "KANSAS" Sails. On 16th Feb.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO RUSS & Co., CANTON.

GENERAL AGENTS.

Hongkong 26th October, 1915.

NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED
 COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motor-ship

"TONGKING"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 10th inst., at 10 a.m.

All Claims must reach us before the 18th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THOMSEN & Co.,

Agents.

Hongkong, 4th January, 1916. [148]

AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES.

FROM NEW YORK AND COLOMBO

THE Steamship

"KATHLAMBA"

Captain C. G. Smith, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 14th Jan., at 10 a.m.

No Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Jan. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 7th January, 1916. [157]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NEELORE"

Arrived Hongkong on 8th January, 1916

COMMERCIAL.

CLOSING QUOTATIONS.

January 10th.

ON LONDON.—

Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1 11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	1/11 1/2
Documentary Bills 4 months' sight	2 1/2

ON PARIS:—
 Bank Bills, on demand 268½
 Credits, at 4 months' sight ... 279
 GERMANY:—
 On demand ... nom.
 NEW YORK:—
 Bank Bills, on demand 46½
 Credits, at 4 days' sight ... nom.

Ample Transfer

ON BOARD —		
Telegraphic Transfer	nom.	
Bank, on demand,		144 1/2
ON CALOUTTA —		
Telegraphic Transfer	nom.	
Bank, on demand,		144 1/2
ON SEAVOHAL —		
Bank, at sight		74 1/2
Private, 30 days sight	nom.	
ON YOKOHAMA — On demand		95 1/2
ON MANILA — On demand — Post —		92 1/2
ON HONGKONG — On demand		82 1/2
ON BATAVIA — On demand		104 1/2
ON HAMBURG — On demand		3 1/2 p. m.
ON LONDON — On demand		3 1/2 p. m.
ON BANGKOK — On demand		78 1/2
NOTES, Bank's Buying Rate		\$103.50
GOLD LEAF, 100 fine, per tael		\$68.40
BULL SILVER, per 100,		24 1/2

SUBSIDIARY COINS.

SUBSIDIARY COINS.			
			per cent.
Hongkong	20	cents pieces...	\$ 8.0 discount
Hongkong...	10	"	\$ 8.27 "
Canton....	20	"	\$18.57 "
Canton....	10	"	\$18.60 "

SHARE LIST.—QUOTATIONS.
HONGKONG, 10TH JANUARY, 1916.

STOCKS,

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS.	ON RASH OF LAST DIV'D.
& S'hai. Bank. Corporation	120,000	\$12½	all	\$800 London	6 p.c.
Company, Limited ...	50,000	\$1½	all	\$103	
Power Company, Ltd. ...	50,000	\$1	all	\$4.80	8½ p.c.
Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$10.10, incl. & sel.	7 p.c.
Manufacturing Co., Ltd. ...	40,000	Tls. 50	all	T. 91, buyers	
Cotton S. & W. Co., Ltd. ...	100,000	Tls. 10	all	T. 14½, buyers	
Cotton Manufacturing Co., Ltd.	10,000	Tls. 7½	all	Tls. 76, buyers	5½ p.c.
Cotton S. & W. Co., Ltd. ...	20,000	Tls. 100	all	Tls. 71, buyers	
Cotton S. & W. Co., Ltd. ...	20,000	Tls. 50	all	Tls. 41, buyers	
Spring & Waring Co., Ltd.	30,000	Tls. 50	all	Tls. 180, buyers	
Company, Limited ...	40,000	\$7½	\$8	\$83, buyers	3½ p.c.
HARVES.—					
Lowson Wharf & Dock Co., Ltd.	50,000	\$50	all	\$77, incl. & buy.	4½ p.c.
Whampoa G. G. Co., Ltd. ...	60,000	\$50	all	\$83½ (old) \$78½ (new)	3½ p.c.
Engineering Co., Ltd. ...	55,700	Tls. 100	all	T. 60, buyers	
ongkow Wharf Co., Ltd. ...	150,000	Tls. 5	all	Tls. 8, buyers	
ment Co., Limited ...	35,000	Tls. 100	all	Tls. 92½, buy.	
rie Co., Limited ...	400,000	\$10	all	\$10.50, incl. & buy.	6½ p.c.
Company, Limited ...	50,000	\$16	all	\$44	
Company, Limited ...	20,000	\$50	all	\$108, buyers	4½ p.c.
Manufacturing Co., Ltd.	6,500	\$25	all	\$190	4½ p.c.
Manufacturing Co., Ltd.	60,000	\$10	all	\$31½, sellers	6 p.c.
way Co., Ltd. ...	325,000	0/1	all	\$5.40, buy. \$51½, sales	4½ p.c.
Insurance Office Co., Limited	10,000	\$250	\$50	\$415	5½ p.c.
Insurance Co., Limited ...	20,000	\$100	\$20	\$15, incl. & buy.	8½ p.c.
Fire Insurance Co., Ltd. ...	30,000	\$250	\$50	\$415	6½ p.c.
Insurance Co., Limited ...	10,000	\$15	\$5	Tls. 180	
Insurance Society, Limited	12,400	\$250	\$100	\$910, buyers	5½ p.c.
Insurance Association Ltd.	12,000	\$100	\$50	\$230, ex. G. 73	
FINANCIALS.—					
Investment Agency Co., Ltd.	50,000	\$100	all	\$104, buyers	6½ p.c.
Central Estate, Ltd. ...	10,000	\$100	all	\$108	
Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$290	
Estate and Finance Co., Ltd.	100,000	\$10	all	\$64, sellers	7½ p.c.
and Building Co., Ltd. ...	6,000	\$50	\$30	\$40, buyers	6½ p.c.
and Investment Co., Ltd.	70,000	Tls. 50	all	Tls. 107	
Building Co., Limited	12,500	\$50	all	\$79, buyers	6 p.c.
to Mijia, Beach—					
Lotatie in Langkat	250,000	Gds. 10	all	Tls. 35, buyers	
Oil Corp., Ltd. ...	1,000,000	21	all	38.9 sellers	
Engineering and M. Co., Ltd.	1,000,000	\$1	all	50	
Malayan Gold Mining Co., Ltd.	200,000	\$1	all	\$5.55, buyers	
Company, Limited ...	100,000	\$10	all	\$7, buyers	
Company, Limited ...	20,000	\$10	all	\$10, buyers	7 p.c.
Company, Limited ...	50,000	\$10	all	\$0.85, buyers	
Refining Co., Limited	20,000	\$100	all	\$127	
Refining Co., Limited	7,000	\$100	all	\$37	
COMPANIES.—					
Company, Limited	20,000	\$50	all	\$114, buyers	5 p.c.
Anton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$201, buyers (comb. \$174½, buyers)	4½ p.c.
Steam Navigation Co., Ltd.	60,000 pref. 60,000 ord.	25	all	pref. 53, buy. ord. 121½, buy.	
Port & Trading Co., Ltd.	4,047,616	21	all	87½	7½ p.c.
Company, Limited	40,000	\$10	all	\$37½	4½ p.c.
Company, Limited	50,000	\$25	all	\$28	
Company, Limited	20,000	\$5	all	\$53	7½ p.c.
COMPANIES.—					
Company, Limited	21,000	\$7	all	\$5, sellers	7½ p.c.
Co., S. S. Limited	50,000	\$10	all	\$0.90, buyers	9 p.c.
Company, Limited	50,000	\$10	all	\$16, sellers	6 p.c.

香港中外新報
YUNG NGOI SAN

C HUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY

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No. 77

THE CONNOISSEURS FAVOURITE

SAVE YOUR COUPONS

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

Capital Subscribed Yen 20,000,000
Capital Paid-up 12,500,000
Reserve Funds 4,150,000

President: KADYOSHI YAGIU, Esq.
Vice-President: KOFUO NAKAGAWA, Esq.
DIRECTORS.
IYETOSHI SADA, Esq.
KYOROKU YAMANARI, Esq.
SHINGO MINAMI, Esq.
HEAD OFFICE

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).
BRANCHES AND AGENCIES.

Akon	Kagi	Makung	Taicho
Amy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kinkiang	Singapore	Takow

Giran Kobe Shimonoseki Tamsui
Hongkong London Swatow Tokyo

LONDON BANKERS:—
PARB'S BANK,
YOKOHAMA SPECIE BANK.
Correspondents at Canton Chefoo
Peking Hankow Shanghai Yokohama

HONGKONG OFFICE:
3, DES VŒUX ROAD.

The Bank Transacts Every Description of
General Banking and Exchange Business.
Interest allowed on Current Accounts and
Fixed Deposits.

Y. KIKUCHI,
Manager.

Hongkong, 25th September, 1915. 192

**THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... .. \$1,200,000
Reserve Fund... .. \$1,800,000
Balance... ..

Reserve Liability of Proprietors \$1,200,000
FOREIGN EXCHANGE and General
 Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
 shorter periods at rates which—

Wm. DICKSON,
Manager.
Hongkong, 8th June, 1914. [132]

THE MERCANTILE BANK OF
INDIA, LIMITED.
HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital	...	...	...	£1,500,000
Subscribed	"	...	...	1,125,000
Paid-up	"	...	...	562,500
Reserve Fund	"	...	...	500,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon

Colombo Howrah Kuala Lumpur Shanghai
 Rangoon Calcutta Madras Singapore

HONGKONG BRANCH.
 Every description of Banking and Exchange
 business transacted.
 INTEREST allowed on Current Accounts at

er cent. per annum on Daily Balances and en-
ked Deposits at rates that may be ascertained
application.

C. CHAMPKIN,
Acting Manager.

Hongkong, 8th September, 1915. (79

CARTWRIGHT, of THE HONGKONG
Road Central, Victoria, Hongkong.